

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XIX. No. 5.

CHICAGO, ILL., SEPTEMBER 10, 1907.

PRICE \$1.50 PER YEAR.  
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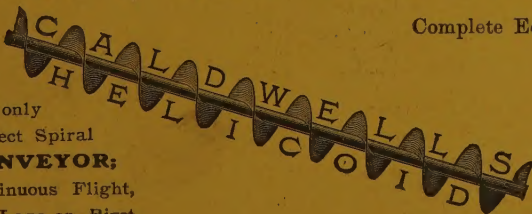
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Kell & Son, P., grain, hay, feed.  
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833 Chamber of Commerce

BUFFALO

NEW YORK

### HENRY D. WATERS GRAIN COMMISSION MERCHANT

CONSIGNMENTS SOLICITED

54 Board of Trade, BUFFALO, N. Y.

1884

1906

### S. W. YANTIS Grain & Commission

Correspondence Solicited

BUFFALO, N. Y.

### FRESH SHELLED

3 Yellow and 3 White Corn wanted on Buffalo terms. Central Illinois shippers apply to H. I. BALDWIN & CO., Decatur, Ill.

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### Remember

When making consignments to Buffalo, that I do a

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Member of  
Corn Exchange

BUFFALO, N. Y.

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76 and 77 Board of Trade

BUFFALO, N. Y.

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YOUR GRAIN TO

The Churchill Grain &amp; Seed Company

BUFFALO N. Y.

### J. B. DeVINE

Dealer in Grain and Mill Feed

723 Chamber of Commerce, BUFFALO, N. Y.

More than 20 years' experience in grain trade of Buffalo is at your service.

Let me serve you.

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218 &amp; 222 Chamber of Commerce

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O. A. BRUSO, Manager

Members of all the principal Exchanges.

Consignments solicited.

New York Office

305 Produce Exchange

The rapid growth of our business is good evidence of the satisfactory results produced for our shippers.

Let us have a trial shipment.

THE TOWNSEND-WARD CO., Grain Commission

Chamber of Commerce, Buffalo, N. Y.

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### The Electric Grain Elevator Co.

Receivers and Shippers of

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Correspondence and Consignments Solicited.

321 Chamber of Commerce - BUFFALO, N. Y.

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203 Chamber of Commerce

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References—Duquesne National Bank

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JAMES GRAHAM ESTABLISHED 1866. S. G. GRAHAM

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Capital, \$400,000.00

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All Kinds of Grain for Sale

Originating all grain at 100

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Write or phone us for prices on WHEAT OATS  
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Storage capacity, 125 cars. Liberal advances

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Successors to Rumsey Lightner & Co.

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Cash and Future Deliveries

97 Board of Trade

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77 Board of Trade  
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GRAIN DEALERS JOURNAL

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Wheat, Corn, Oats, Wheat Bran, Corn  
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FOR LOCAL AND EXPORT SHIPMENT

Sell to responsible firms only Wire no year prices

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Elevator Capacity 500,000 Bushels

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**The Cincinnati Grain Co.**

Incorporated Capital \$250,000

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**GRAIN, HAY AND FEED**Our Specialty  
**BUYING AND SELLING**on your weights and grades. Write  
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J. W. ELLIS Long Dist. Phone 1126 F. E. FLEMING

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**HAY AND GRAIN**OFFICE: 512 Chamber of Commerce Building  
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Members National Hay Ass'n; Grain Dealers' National Ass'n

**Grain Shippers**and in fact all grain men who are  
wide awake and on the alert to get  
onto all the ins and outs of the grain  
business, subscribe for and read the  
Grain Dealers Journal.**THE VAN LEUNEN CO.****COMMISSION MERCHANTS****GRAIN AND HAY**Consignments and Correspondence  
SolicitedBe sure and attend the annual meet-  
ing of the National Ass'n at Cincin-  
nati, Oct. 2-3. Our latch string will  
be out. Come and see us.

CINCINNATI, OHIO

**THE STANDARD HAY & GRAIN COMPANY, CINCINNATI, OHIO**

Personally invite and ask you to make special efforts to be present at

**THE GRAIN DEALERS' NATIONAL CONVENTION**

which will be held in their city October 2nd and 3rd, 1907.



# **WANTED**

## **Off Grade Winter Wheat**

## **Light Wheat**

## **Kaffir Corn**

You send us an average sample of your Smutty Wheat and write us how much you have, and we will bid you a price which may interest you.

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**The Gale Bros. Co.**  
**GRAIN MERCHANTS**  
**CINCINNATI OHIO**

Visit us when you come to the Grain Dealers National Convention,  
October 2nd and 3rd, 1907.



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**McLane, Swift & Co.**  
 Buyers of Wheat, Corn, Natural  
 and Clipped Oats, Choice Rye.  
 Write for bids—your track.  
 Grain Elevators on Grand Trunk Railway  
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Established 1876  
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**Try**  
 Our Special Brand of White Oats  
**McCRAY, MORRISON & CO.,**  
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**Grain & Farm Seeds**  
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**Colorado-Nebraska Grain & Hay Co.**  
 508 McPhee Building  
 DENVER : COLORADO  
 The receiving business a specialty. Liberal  
 advances on consignments.  
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 any Bank in Denver, Mercantile Agencies.

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**Grain Broker**  
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 Connection wanted with a good rolled oats mill

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**HARRISBURG FEED AND GRAIN COMPANY**  
 ORGANIZED 1901  
 JAMES W. BARKER, Manager  
 HARRISBURG, PENNSYLVANIA  
 —GRAIN—FEED—HAY—STRAW—  
 Car Lots Only  
 Our manager has been buying grain in Pennsylvania  
 since 1888.

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 Grain and Clover Seed  
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**THE UNION ELEVATOR CO.**  
 Buyers and Shippers of  
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 We are in the market at all times for "off grades" of grain

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 Merchandise and Produce  
 Consignments and accounts solicited.  
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 When you have either Corn, Oats or  
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 GRAIN DEALERS  
 Corn for Feeders. Milling wheat a specialty,  
 both winter and spring. Write for samples  
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 GENERAL OFFICES :  
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**Send** for our track bids. They  
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**W. A. BRYANT & SONS CO.**  
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**GRAIN SAMPLE PAN**  
 For Examining Samples of Grain and Seeds



Made of Aluminum, strong, light and well made  
 Will not Rust or Tamish.  
 Grain Size, 2½x12x16½ inches . . \$1.50  
 Seed Size, 1½x9x11 inches . . . \$1.25

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## The Value

of an "ad" is not measured by  
 what it costs, but by what it  
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**TRY US**



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Are Used Everywhere

Large ones for terminal and  
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Carload-a-day-driers for mills  
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Quick Shipment

Ask us about them

**HESS WARMING & VENTILATING CO.**

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¶ We are willing to License Grain Men to Purify all the damaged grain raised in the United States.

¶ Our controlling all Patents protects purchaser from infringement suits.

¶ An Eastern Grain Seller writes us: "Shippers having purifiers are realizing at least 1c a bushel more for their oats than firms without, and are doing more business all the time than the firms without the Purifying System."

¶ This is certainly of interest to shippers.

¶ Write us about it.

**U. S. GRAIN PURIFYING CO.**

EARL PARK :: INDIANA



CRANE SPOUT.



CHAMPION SCOOP.

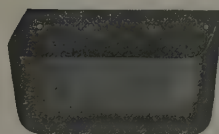


GRAIN TESTER.

## "S. & R." Machinery

is known from one end of the country to the other. It is the standard adopted by many of the leading concerns. Be in line. Get the BEST. Costs no more.

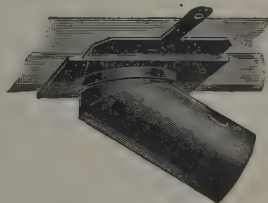
Send us your supply orders, no matter how small.



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**Skillin & Richards Mfg. Co.**

CHICAGO



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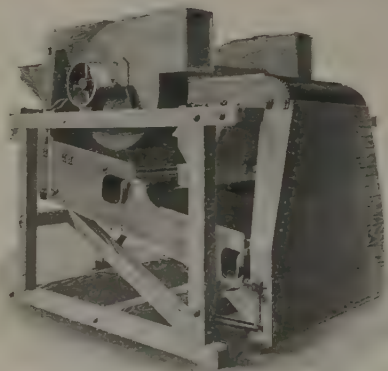


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Upon Request.

Send Us Your Specifications  
For Estimate.





## BEALL ROTATING CORN, OATS AND WHEAT CLEANER

Built to get REPEAT orders

"Poor cleaners have lost me more money than all other mistakes combined. Have not seen Mr. Kelly's Beall Rotating Cleaner yet, but he told me himself it was first-class, and I want one just as soon as I can arrange to place it."—*From a Kansas Grain Dealer.*

"The No. 8 Beall Rotating Corn and Oats Cleaner received from you is doing fine work, and is, without a doubt, the best combination cleaner we have ever had any experience with. Its construction is without fault and we heartily recommend it to anyone needing a cleaner. We take this opportunity to thank you for your prompt attention to our order and should we need another cleaner it will be a Beall."

KENT GRAIN CO.  
Kentland, Ind.

"We are highly pleased with your No. 7 Beall Rotating Corn and Oats Cleaner. Think more of it the longer we use it."

J. M. COUCHER & CO.  
Bennett's Switch, Ind.

Prepare for the new corn crop by installing a Beall Rotating Cleaner.

Easy to LOSE money with INFERIOR cleaners.

Get the "Beall"—the best.

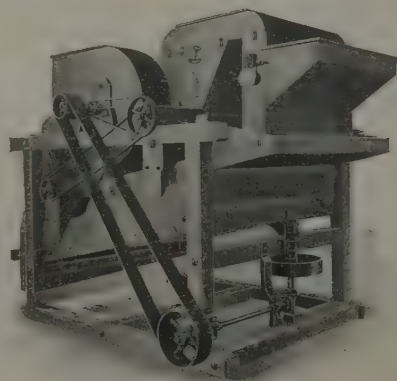
"We are very much pleased with your No. 7 Beall Rotating Corn Cleaner. Can clean corn or oats just as we want to. Have just started a second No. 7 Beall Rotating Cleaner in our new elevator and it has very desirable improvements over the cleaner of the year before. It is certainly a splendid machine and we wish you continued success."

CALDWELL, BARR & CO.  
Earl Park, Ind.

"The Beall Rotating Corn and Oats Cleaner we bought of you is the best combination cleaner we have ever had anything to do with and we heartily recommend it to anyone needing a cleaner. It surely is a fine machine in every particular."

L. T. HUTCHINS & CO.  
Sheldon, Ill.

The Beall Improvements Co.  
Decatur, Illinois





# R U Going

## To the G. D. N. A. Convention via Chicago?

Then be sure to have your ticket routed over the Big Four so you can enjoy the companionship of your brother dealers on the **Grain Dealers' Special** which will leave Chicago, October 1st, at 2:30 p. m., and arrive in Cincinnati that evening.

**THE GRAIN DEALERS' SPECIAL** will be made up of special equipment and be accompanied by Big Four officials so train will stop wherever it suits the convenience of grain dealers to join the party.

**Remember**, this train will be run for the comfort and pleasure of those who will go via Chicago to the

**Eleventh Annual Convention of the Grain Dealers' National Association in Cincinnati, Oct. 2-3**, but in order to provide for all we must be advised in advance of your intention to go. The fare from Chicago will be \$6.

**Tickets** from points west of Chicago or to points beyond Cincinnati will be honored on this train if routed over the Big Four. Tickets from intermediate points over the Big Four will also be honored on the Grain Dealers' Special. Stopover will be allowed at Cincinnati on Jamestown Exposition tickets.

**Ladies** will be welcome. Take your wife, as many dealers are preparing to do, and multiply the pleasure of the trip.



Reserve passage on the Special **NOW** so you can spend a pleasant afternoon with friends.

Address

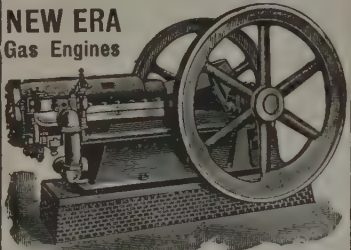
I. P. SPINING,  
Gen'l Northern Agt.,  
238 Clark Street, Chicago.

---

N. B.—If you will notify Grain Dealers Journal, Chicago, Ill., of your intention to attend, it will publish your name among those who "Will Attend," and thereby notify your friends in the trade, who may be induced to take the trip to see you.



## POWER FOR GRAIN ELEVATORS.

NEW ERA  
Gas Engines

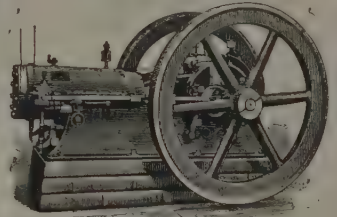
And Gas Producers. Sizes  $1\frac{1}{2}$  to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO. 88 Dale Street, Dayton, Ohio, U. S. A.

## ANY GOOD MECHANIC

will tell **WITTE ENGINES** are simple and durable; they are strictly a good Mechanic's Engine, not hastily thrown together to be sold by a catalog house or wrecking company, but carefully and scientifically constructed to last for long years to come, and to save the owner all the repairs and delays possible. Starts easy, works smooth and quickly, and is economical to a surprising degree.

Write for Catalog No.

**WITTE IRON WORKS CO.,**  
326 W. 5th Street, Kansas City, Mo.

FOOS ENGINES  
AND SUCTION GAS PRODUCERS

Use only 1 lb. of coal per H. P. Hour. Most reliable and economical power on earth.

The United Cigarette Machine Co. of Lynchburg, Va., writes:—"We are pleased to inform you that since the installation of the 30 H. P. Producer Gas Plant, with which we are at present running our machine shop, we have had the very best of results. While we have made no accurate test as to the fuel used by this outfit, we feel safe in saying that this item does not exceed 80c. per day of 10 working hours."

Send for our 40 page catalogue No. 20 which describes the many advantages of the Foos Engine and Producer.  
**THE FOOS GAS ENGINE CO. :: SPRINGFIELD, OHIO**

## ELEVATOR POWERS

Whatever annoyances there are in the grain trade, the power will not be among them where dealers install the

## I. H. C. Gasoline Engines

They have adaptation for all uses, and they are built in a shop where only expert machinists are employed.



## "Simplicity and Efficiency"

is the builder's motto. Dependability, economy of running and long life characterize every engine that goes out. Use gas or gasoline for fuel.

**VERTICAL**—made in 2 and 3-H. P.  
**HORIZONTAL**, (Stationary and Portable)—made in 4, 6, 8, 10, 12, 15 and 20-H. P.

Call on the local International Agent for catalog and particulars or write the home office.

## International Harvester Company of America

7 N-N Monroe Street, (Incorporated) CHICAGO, ILL., U. S. A.

## The St. Mary's Machine Co.

Manufacturer of

Gas and  
Gasoline  
Engines

Especially adapted for Grain Elevators and Mills

**THE ST. MARY'S MACHINE CO.**  
St. Mary's, Ohio.

WAGON LOAD GRAIN  
TABLES Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

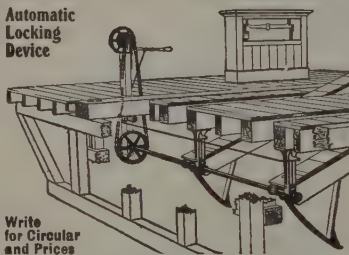
Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound or less.

The tables show the following reductions. Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1/3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 66, 48 and 32 lbs. per bu, when the rate per 100 lbs. is 1 to 30% cents, in 1/4 cent rises.

Price with marginal index 50 CENTS.

**GRAIN DEALERS JOURNAL**  
255 La Salle Street :: Chicago, Ill.

Automatic  
Locking  
Device

Write for Circular and Prices

The Evans Controllable Wagon Dump  
The Best Wagon Dump Built

Can be used with and without dump scales.

Absolute safety control, great strength and durability.

Patented April 13, 1888.

OVER 500 EVANS WAGON DUMPS SOLD DURING THE YEAR 1905  
NO OTHER RECOMMENDATION!

**MOULTON & EVANS**

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## The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

**GRAIN DEALERS JOURNAL,**

255 La Salle St., Chicago, Ill.

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



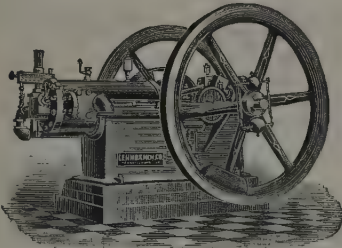
# EDISON PRIMARY BATTERIES

Low first cost is a mighty poor argument for buying poor batteries. Edison Primary Batteries cost a little more to buy than the disappointing kind, but they are cheaper in the long run and more reliable and satisfactory from the start.

Let us send you a book about Edison Batteries and quote you prices on what you need for your purpose.

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304 Wabash Ave., Chicago, Ill.

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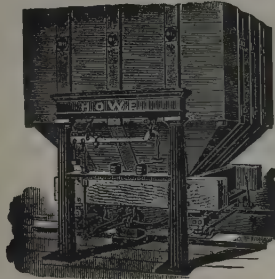


Made in size from 2½ H. P. to 30 H. P.  
Special prices to elevators.  
Air cooled engines 2 H. P. to 4 H. P.

Write us for prices.

Lennox Machine Company  
40 G. Street, Marshalltown, Iowa

# HOWE SCALES and HOWE ENGINES

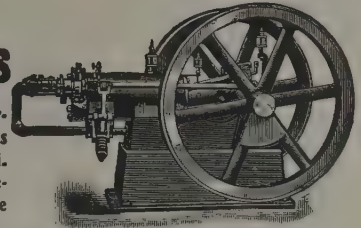


Insure correct weights and a reliable and dependable power.

Your business demands these. WHY NOT GET THE BEST?

The HOWE SCALE CO. of Ill.  
CHICAGO

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# OTTO ENGINES

## Are "Otto" Engines Dependable?

Gentlemen:-

As you will doubtless remember, two years ago last fall, we installed one of your 21 H. P. "Otto" Gasoline engines, and ran the same 103 days and nights without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 3523 hours.

Is this not a good record?

Yours truly,

Bristol Acquejuct Co.

Bristol, N. H., 4-1-07.



OTTO GAS ENGINE WORKS, Phila., Pa.

STANDARD OF THE WORLD

# Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

# FAIRBANKS-MORSE

Gas, Gasoline, Kerosene  
or Alcohol

## ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

## Fairbanks Scales

The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

Fairbanks, Morse  
& Co.

Franklin and Monroe Sts.  
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AUTOMATIC  
TRACK  
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# DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



## BUFFALO GRAIN TESTERS

## INDICATE

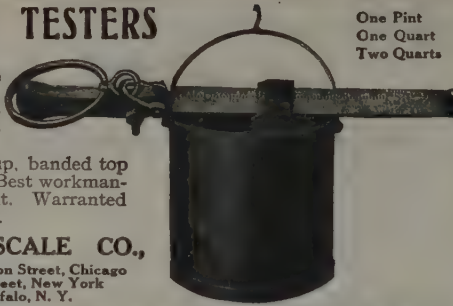
- 1st—The number of pounds a sample will weigh to the bushel.  
2d—The exact weight of the sample.  
3d—The per cent of loss after cleaning.



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard.

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One Pint  
One Quart  
Two Quarts

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Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

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THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strimatter, Price, \$1.00

For any of the above address,

## Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

## Wagon Loads Received

## FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

## GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

## FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

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255 La Salle Street, CHICAGO, ILL.

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YOUR  
LOSSES!

*Avery*

Make every bit of grain you have get money for you.

Every overweight you give loses your money—underweights lose customers.

The only way to KNOW POSITIVELY that you are honest with yourself and others is to have an

## Avery Automatic Grain Scale

Write to us for our prices—tell us your requirements and we will submit plans.

Ask for Catalog F.

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Kansas City, Mo.

703 23rd St., Rock Island, Ill.

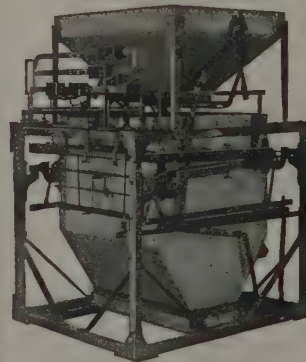
Plateau Bldg., Dallas, Texas

115 Main St., Jackson, Mich.

307 South 3rd Street,  
Minneapolis, Minn.



## McLeod Automatic Scales



There is just one reason WHY you should use McLEOD AUTOMATIC SCALES. McLeod's name on Automatic Scales insures

CORRECT  
WEIGHTS

There are many reasons WHY McLeod Automatic Scales give SATISFACTION.

## McLEOD'S SCALE IS

Simple in construction      Absolutely guaranteed  
Occupies little space      Price is satisfactory  
Accuracy is unquestioned      Speed is equal to the fastest  
Movement is practically frictionless  
Material used in construction the best.

With two new factories we are enabled to manufacture a very much improved scale which can be sold for a price within reach of all.

All patents owned and controlled by McLeod Bros. For further information write to

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Manufacturers of Automatic Scales

BLOOMINGTON, ILL., and MARIETTA, KAN.



## Cheaper than Broken Legs



A Reliance Automatic Dump Controller costs less than a poor horse and by having one attached to your wagon dump you prevent accidents to fractious teams.

This device consists of a cylinder, piston rod and a small gas pipe and regulating valve. The piston rod is attached to floor of dump and the cylinder to the driveway joists. The cylinder is filled with oil. The speed with which dump moves down is absolutely controlled by the valve thru which the oil has to pass going from top to bottom of cylinder.

Simple effective, will last forever.  
Order one you can install it yourself.

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## HAMILTON RUBBER MFG. CO.

MANUFACTURERS OF HIGH-GRADE

# RUBBER BELTING

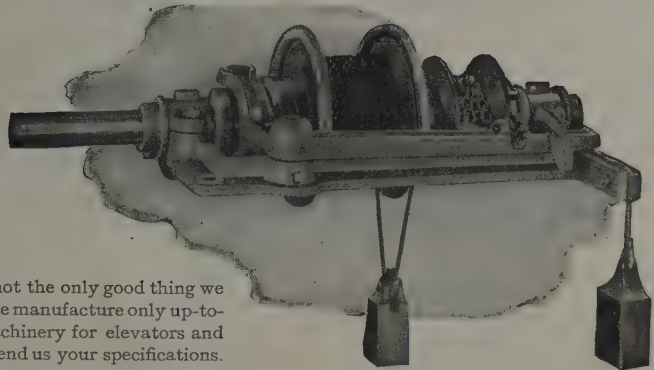
If you want Belting, guaranteed to give perfect satisfaction for all classes of work, insist upon your engineer specifying "HAMILTON MADE"

— Write For Samples and Prices —

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ELMER E. BAST, Manager  
— Telephone, Main 2296 —

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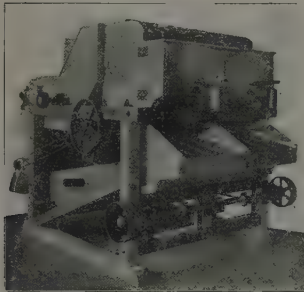


This is not the only good thing we make, we manufacture only up-to-date machinery for elevators and mills. Send us your specifications.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.



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not an experiment. Used in all modern plants.

Used for over a half century.

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Sent on trial.

Write for particulars.

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Oat Clippers, Feed Packers, Corn Shellers, Man-lifts, Gasoline and Steam Engines, Boilers, Electric Dynamos, Motors and Lamps, Belting, General Elevator Machinery, Concrete Mixers, Dump Wagons and Highest Grades of Anti-Trust Pennsylvania Oils and Greases.

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Write us your wants. Once a customer always a customer.

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Monadnock Block

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IS A GOOD INVESTMENT FROM  
START TO FINISH

No cemented pit, tank, expensive hopping—takes up less room, less power and cheapest repaired.

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(PATENTED)



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BLOOMINGTON

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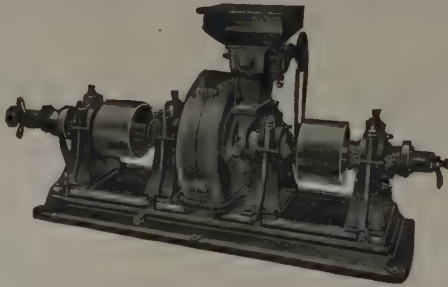
## Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

### Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

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of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

### GRAIN DEALERS JOURNAL

255 La Salle Street  
CHICAGO - ILLINOIS

## Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:  
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 3/4 in wide by 8 1/4 in. long. Price 50 Cents. Address

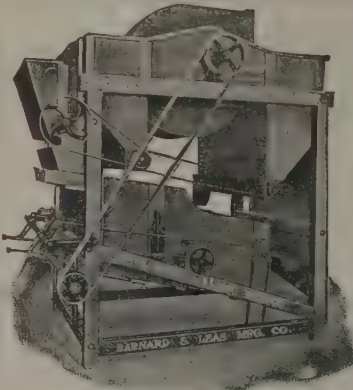
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**Willford's Light-running Three-roller Mills**

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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## Elevator Machinery and Supplies

We make or supply everything necessary to completely equip elevators of all capacities.

**Barnard's Perfected Separator with Sieve Cleaning Device.**

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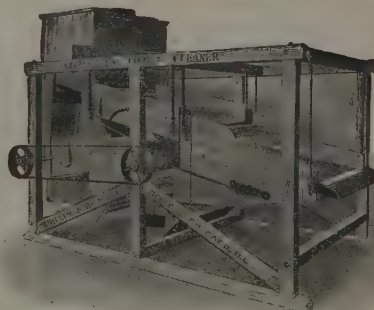
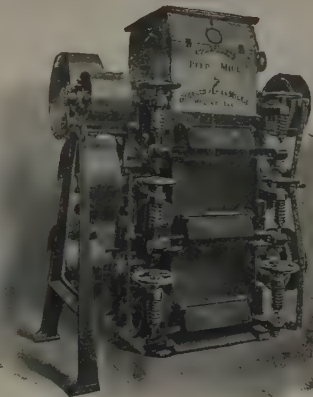
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**Elevator Supplies of every description.**

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Builders of Elevator Machinery and Supplies.  
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bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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Estimates furnished on application

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Correspondence solicited.

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**Did You:** Have any plans and specifications?  
Hire a competent and reliable builder?  
Have the machinery properly designed?  
Get building and machinery finished?  
Get satisfactory results—for your money?

**Get the Best:** In business ten years and expect to stay. I build a plant as quickly as anybody. Always give honest work and a square deal. Never gave bonds—don't need them. Discount my material bills. Work for a profit. Never had a law suit. Never had a lien filed.

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**The Capital Construction Co.**Successors to J. A. HORN Incorporated \$25,000.00  
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Full Equipments Furnished.

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GOOD ELEVATOR**

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FIRE PROOF ELEVATORS**

A SPECIALTY.

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IN ANY STYLE OR CAPACITY**L. O. HICKOK**

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CHICAGO

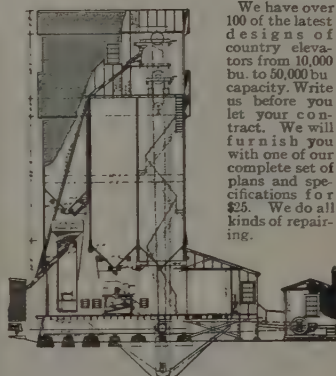


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Our Plans and Specifications cannot be beaten.

YOURS FOR MORE BUSINESS.



# Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

# STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install  
the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:  
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## JAMES STEWART & CO.

*Contractors*

Designers and builders of Grain Elevators  
in all parts of the world

Steel, Brick, Wood, Concrete, Tile

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We also do General Contracting and have offices  
in the following cities.

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## Fire Proof Grain Elevator

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Recently completed for the Peavey  
Duluth Terminal Co., Duluth, Minn.

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## Five Dollars Each

is the regular price of the following car movers.

Our Price **\$3.75**

Each is claimed to be the best

{	<b>EASY</b>	}	We don't
	<b>ATLAS</b>		care
	<b>SAMSON</b>		which
	<b>SPECIAL</b>		you
	<b>SHELDON</b>		order
	<b>CHAMPION</b>		

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

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**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

## NO FIRM

who offers the

## Atlas Car Mover

for \$3.75 can buy them from us at any price!

**APPLETON CAR MOVER CO.**  
APPLETON, WIS.

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Is the mill for the man who wants best results at least expense. A thorough test will always prove the "Northway" top-motches among Feed Mills

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Carrying everything worth having in this line and having a universal reputation for dependable QUALITY and lower-than-most prices

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On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

**The Strong-Scott Mfg. Co.**  
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We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



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## YOU

can get a job too, if you advertise in the "Situations Wanted" columns of the Grain Dealers Journal.

Fortescue, Mo., June 11, 1907.  
Grain Dealers Journal,  
Chicago, Ill.

Dear Sirs:—Yours of the 8th received. Through my ad in your Journal, I have received another position, and if at any time in the future I have need of an ad it will be in your Journal.

Yours very truly,  
J. A. FREEMON.

## A Friend When in Need is a Friend Indeed



If you haven't one of our passenger elevators you are in need of one of them.

## Why Walk When You Can Ride Without Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

**Time, Labor and Money Savers.**

**They are No Trouble, Easily Erected, Well Made and Reliable, The Best.**

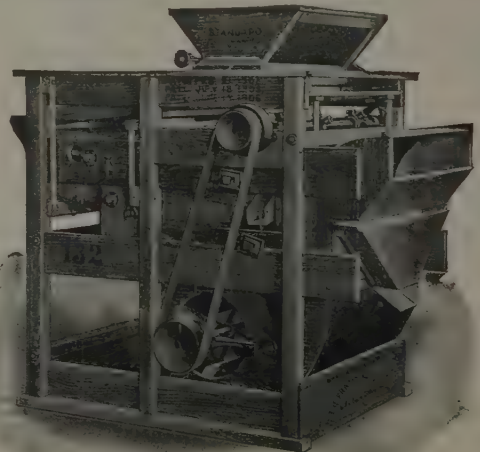
They cost no more and take one-half the space of a stairway.

Write to-day for more information.

**Sidney Elevator Mfg. Co., Sidney, O.**

## STANDARD GRAIN CLEANERS

help you make money by saving you money. Require but little power for a maximum amount of work. Make clean separations. No freight to pay on dirt. Grain does not miss grade by having shrunken kernels, sticks, bits of cob, etc., in fact these cleaners do the work perfectly and are **STANDARD**. If you want a dependable cleaner that is simple, reliable and durable you will get the **STANDARD**.



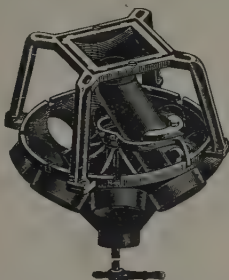
**PRAME MFG. CO., Galion, Ohio**

## The HALL Signaling DISTRIBUTOR

"ALL Distributors, save only this, Mix Grain in Distribution."

The feeling of security from mixing of grains, filling up of the elevator head or spout, liability to chokes because the flow of grain is not arrested at the proper time, that comes with having a **HALL Distributor** in your cupola, is alone worth more to the operator than the cost of installing it.

You'll think so, too, after trying it.



The "Signaling" feature of our device is the factor that accomplishes this result, and is found in our distributors, only.

Sent on Trial. Send for Booklet.

**HALL DISTRIBUTOR CO.**

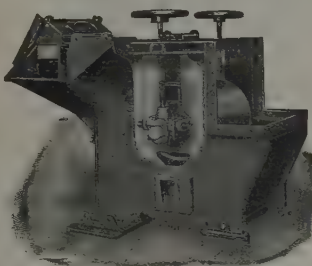
222 First National Bank Bldg. OMAHA, NEB.

## PROFIT

In operating an elevator is largely a matter of the continuous operation of the boot.

Trouble in the boot means a complete shut down of the balance of the plant, and idleness of the plant means a dead loss to the owner.

A boot that guarantees continuous operation, if it possessed no other economical feature, is invaluable to the owner of an elevator and merits careful consideration.



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claims this distinctive feature and presents it for your consideration with the distinct understanding that if it fails to meet our claims there is no sale.

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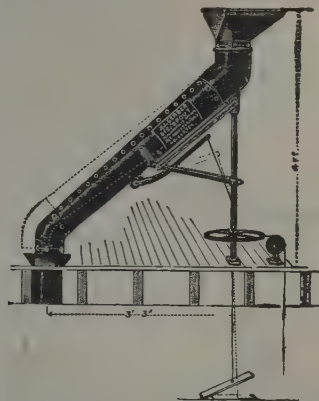
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## GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

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We carry the following cifer codes in stock and can make prompt delivery.

Robinson's Cifer Code, cloth	-	\$1.50
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For any of the above, address

**GRAIN DEALERS JOURNAL,**  
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# Link-Belt Supply Co.

MANUFACTURERS OF

## Mill and Elevator Machinery

Write for  
NEW CATALOG

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## Clark's Decimal Grain Values

SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands in the pounds column; the smaller the hundreds only.

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## Grain Scale Book No. 23

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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**GRAIN DEALERS COMPANY**

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# POWER CAR LOADERS FOR ELEVATORS.

IF YOU WANT THE BEST  
CAR LOADER

Write

The Ideal Car Loader Co.  
ALLENVILLE, ILL.

## Say

Let the Grain Dealers Journal  
Want Ads do your work.  
*They bring quick returns.*

The Only  
Car Loader  
That will  
Not  
Damage  
The Grain.



## Combined Grain Cleaner and Pneumatic Car Loader

The only machine that will  
clean and load at the  
same time.

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Dear Sirs: I enclose draft to pay for Car Loader and  
Cleaner. It is, to my mind, one of the most valuable  
machines that I have. It does the loading quickly and  
does it perfectly. I would not be without it now, for  
any money, now that we have used it a while.

Very truly yours,  
H. N. DICKINSON.

For descriptive circular and prices, address,

**MATTOON GRAIN CONVEYOR CO.**  
MATTOON, ILL.

## NOTICE!

We wish to thank a certain company, whose name is almost unknown because it seldom sells a car loader, for helping to pay our advertising bill. On account of the superiority of our car loaders, we have been selling so many of them, that this other firm, convinced of its inability to compete with us on the merits, has in sheer



desperation, in spite of the fact that our car loader is patented, advertised that it has brought suit against us (the Maroa Mfg. Co.) for infringement of their worthless patent. It needs no argument to show that if this company had any kind of a case it would concentrate its efforts upon us instead of advertising the fact that

its car loader is hard to sell and that we are the people who are really doing the car loader business. Our car loader does not infringe on anybody's patent, but it does load cars better than any other car loader, and we certainly do not object to anyone advertising this latter fact, as the above mentioned party has done. Of course we will protect all of our customers, and both the banks here and the reference books will tell you that we are responsible for this guarantee.

**MAROA MANUFACTURING CO., MAROA, ILL.**

## GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold ..... bushels of ..... at ..... per bushel to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3 1/4 x 10 1/4 inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

**Grain Dealers Co.**  
10 Pacific Ave. Chicago, Ill.

## Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

Grain Dealers Co.

255 La Salle Street, - Chicago, Ill.

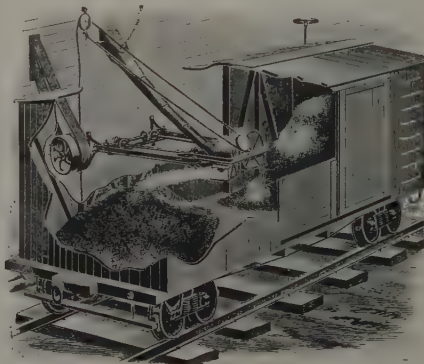
## TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/4 inches, 110 pages.

Price \$1.00

**GRAIN DEALERS COMPANY**  
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## The Champion Car Loader



The Champion, also the Sterling Car Loader is a perfect success for loading grain into cars without shoveling.

We control the Reynolds patents, which are the pioneer patents on a successful rotary car loader for grain.

Beware of infringers. Suit is now pending against the Maroa Mfg. Co. Place your orders with us and be safe.

Write for prices and full particulars.

**Excelsior Loader & Cleaning Company**  
STERLING, ILLINOIS

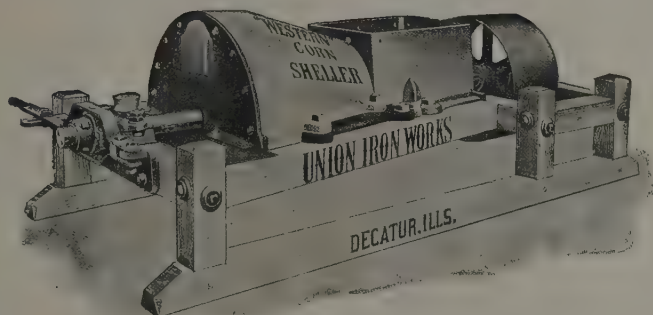
# IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



**A. T. FERRELL & CO.**

**Saginaw, Michigan**



## Separate Warehouse Corn Sheller

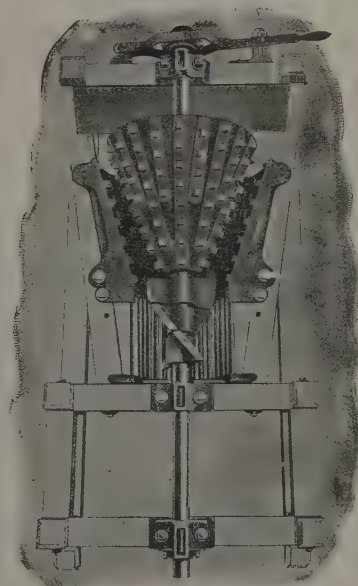
Style A Improved with Screw Feed

**Always Improving  
Positive Feed**

**Ever Advancing  
Increased Capacity**

The "Western"—always in the lead.

Write for prices and discounts.



Interior View of Style A Sheller Showing Screw Feed.

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**Decatur, Illinois**

Sole Manufacturers of "Western" Shellers and Cleaners

Complete Stock Carried in Kansas City, Mo.

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**ELEVATORS FOR SALE.**

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

ELEVATORS in N. Dak., Minn. & S. Dak. for sale. If interested, write W. J. Hartzell, Chamber of Commerce, Minneapolis, Minn.

ELEVATOR for sale or trade for farm, modern 40,000 bu. cap., steam; city of 9,000. Address Imer, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A desirable elevator on Omaha Railroad, in Nebraska. Capacity 25,000 bus. Address B. G., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator and coal business on B. & M., 20,000 bu. capacity, fine conditions and good territory. Address Box 731, Wahoo, Neb.

DESIRABLE 15,000 bu. elevator in fine condition in northern Ill. for sale. Good locality. Address Mar, Box 4, Grain Dealers Journal, Chicago, Ill.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

REBUILT modern 30,000 bu. elevator in corn section of Ill. for sale. Station handles 300,000 bus. Address One, Box 4, Grain Dealers Journal, Chicago, Ill.

BARGAIN—New 25,000 bu. elevator in corn section of Ill. for sale. Handles 150,000 bus. per year. Address Haw, Box 4, Grain Dealers Journal, Chicago, Ill.

STRICTLY MODERN 80,000 bu. house in A1 shape for sale at bargain. Station handles 850,000 bus. Address Orne, Box 4, Grain Dealers Journal, Chicago, Ill.

GOOD FEED MILL and grain business in eastern Colo., also residence, for sale. Splendid opportunity in new, rapidly growing country. Address Col., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR in FORT WORTH for sale; comparatively new; three lines of railroad; owner recently died; opportunity to get a money maker. J. G. Watkins, 205 W. 10th St., Fort Worth, Tex.

FOR SALE—A 22,000-bu. capacity elevator, and corn crib on Omaha Ry. in Northeastern Neb. with standard gasoline engine, scales, etc. Address Maha, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Western Indiana, 50,000 bu. elevator in corn and oat belt. Handles 290,000 bus.; 3 dumps, 3 stands of elevators, steam power, sheller and cleaner. Price \$14,000. Address Van, Box 4, Grain Dealers Journal, Chicago, Ill.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

IF YOU WANT to buy an up-to-date elevator worth the money and doing the business in large territory on Big 4 in Ohio, Address Con, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

30,000 BU. ELEVATOR for sale; 15 h.p. Otto gasoline engine, Eureka cleaner, Fairbanks dump and hopper scales; all in first-class repair. Price \$7,500.00. Address Independent Elevator Co., Box 672, Regina, Sask.

ELEVATORS FOR SALE. If you want to buy or sell, lease or rent an elevator, trade land or other property, or trade elevator for land, write me. I have what you want. Jay D. McClean, 403 N. Jef. Ave., Peoria, Ill.

FOR SALE—A line of three elevators and residence in central Ill. One elevator and residence in city of 10,000. All doing a nice business. A grand chance to make money and have a nice home. Address J. M. Maguire, Campus, Ill.

FOR SALE — Elevator, Northern Iowa, capacity 20,000. Corn cribs, 8 h. p. Fairbanks gasoline engine, cleaner and corn sheller. Competition easy. Large territory. If interested, address Per, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—10,000 bu. elevator; new nine-room residence; cribs for 20,000 bu. ear corn; 14,000 bu. oat bin; new 8 h. p. gasoline engine. None of the buildings on R. R. land. Price \$8,000 and worth it; one-half down, bal. easy terms. Address Box 13, Smithshire, Ill.

FOR SALE—Located in Southern Pa. on the Phila. & Reading Ry., a first-class elevator, coal trestle and switch, fertilizer house and yards, also one-eight reduction flouring mill, both properties run by water power, in first-class order and are now enjoying a fine trade. Will be sold on easy terms. For further particulars, address F. A. Asper, Adams Co., Pa.

TWO ELEVATORS for sale in S. E. Kansas and surrounded by the oil, gas, zinc and lead belts. Capacity 20,000 bushels. Also corn cribs, coal house, bran and flour house; oats warehouse, office and scales. One competitor. Reasons for selling on account of age. Offering the property at very low figures for cash. Write for price and you will be convinced that there is a bargain in the purchase. No more healthful climate in the U. S., and plenty of Artesian water. Address Relim, Box 5, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

FOR SALE—One good modern cribbed elevator, capacity 25,000 bus. Located in a good town, good business. Address, Lock Box 713, Sioux Falls, S. D.

FOR SALE—Two good elevators in North Dakota, on Great Northern Railway, of 45,000 bus. capacity each, with good business. For reason for selling and other information, address A. D., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE for a small farm, by elevator located in northeastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 40,000-bu. elevators in best corn, oats and barley section of Northeast Iowa, doing actual business of 275,000 in grain. Two of the points handle in connection lumber, coal and live stock with no competition. Good reason for selling. Address O'Connor Bros., Raymond, Ia.

INDIANA elevator for sale. 10,000 bu. cap., doing good business, located on Pa. Ry. and an Interurban line. No competition. Eltr. built 4 yrs. Well equipped; good farming country; also handles flour and feed. Best reasons for selling. Address P. W. W., Box 4, Grain Dealers Journal, Chicago, Ill.

LOOK, GREAT BARGAIN, the Penn. R. R. elevator at Hamlet, Ind., 20,000 cap'y, ships round 150,000. Good town, crops, territory, bank, schools, 2 elevators, best conditions. Worth \$7,000 for \$5,000, NO LESS. Reason, owner fatally ill in hospital, go first train, see Mrs. Hardesty in charge. JOHN A. RICE, broker, Frankfurt, Ind.

FOR SALE—A new modern up to date 20,000-bu. elevator in small town in western Minn. Good coal sheds and business in connection, good crop this year will handle from 75,000 to 100,000 bu. at good margin. Excellent chance to establish lumber yard there being none in town. A right good chance for a live man. Address Hyser, Box 4, Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR, 35,000 bu. cap., 25 h.p. gasoline engine. A1 territory. No opposition. Flour exchange in connection. Large hay warehouse. Handles grain, hay, flour, seeds and coal. Splendid location for lumber yard. Will sell cheap or will exchange for good farm. Good reasons for wanting to sell. Address Mot, Box 1, Grain Dealers Journal, Chicago, Ill.

### **BONANZA—Miami Elevator** in Big Miami Valley

19 miles from Cincinnati, on Big 4 R. R.  
Old Established ELEVATOR, COAL AND  
FEED BUSINESS

Practically no competition. In good condition. No money required for repairs. Have as fine a feed lot as there is in the State. Can add Lumber and Agricultural Implements. A fine business chance. Will sell a one-half interest, or all. Address

**R. P. BRANSON**  
Elizabethtown, Ohio, Hamilton Co.

## ELEVATORS WANTED.

WANT TO LEASE a good elevator for one or three years. Address Lock Box No. 17, Woodward, Ia.

WANTED to rent a good elevator in a good grain country. Address A. N. Drummond, Guernsey, Iowa.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

WANTED to rent, lease or buy good elevator plant in N. D. Address Rah, Box 5, Grain Dealers Journal, Chicago, Ill.

WESTERN ELEVATOR wanted in good location. Name price and amount of business done in first letter. John C. Pingel, Vinton, Iowa.

WANTED—To buy or lease elevator in eastern part of Nebr. Must handle 150,000 bus. or more per annum. Address Lock Box 301, Madison, Neb.

WILL TRADE 320 acres of good, northern Minnesota land for elevator plants in N. Dak. Address Esac, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY elevator doing good business in a good live town. Address giving full particulars and price. H. R. Sheldon, Smith Centre, Kan.

ELEVATORS WANTED—We have buyers for good elevators in Iowa, Nebraska, Kansas, Oklahoma and other states. Write at once if you want to sell. Iowa Mill & Elevator Brokers, Independence, Ia.

WANTED to exchange for elevator a model grocery and store room 20x80 ft. Almost new. Good location in the city of Anderson. Good reason for changing. Do not write me unless you have something of value. Address C. H. Beach, Anderson, Ind.

WILL LEASE or buy one or two elevators in corn belt; must show good business. Prefer good business and poor elevator to a good elevator and poor business. Write me what you have. Address Rex, Box 3, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE.

FOR SALE—Mill and Elevator well located in wheat section on Wabash R. R., near St. Louis. Money maker. Landwehr Bros., Truesdale, Mo.

125 BBL. MILL for sale in southwestern part of Minn.; good hard wheat country; good farmers trade. Address Mt, Box 3, Grain Dealers Journal, Chicago, Ill.

BARGAIN—Southeastern Nebraska, 35 bbl. water-power, rolling mill, with dwelling, outbuildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R, Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD UP-TO-DATE 75 bbl. mill at Plymouth for sale. Steam power, sifter system, buckwheat, cornmeal and feed dept's. Saw mill, dwelling house, four acres of good land. Box 441, Plymouth, Mich.

## SITUATIONS WANTED.

WANTED—A position soliciting consignments for some commission firm. Would accept a good country station. Can furnish Ar Ref. Box 53, Cambridge, Ia.

POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION WANTED by experienced man with grain company, as manager of elevator. Temperate, good accountant and familiar with office duties, competent, best of references. M. H. W., Box 5, Grain Dealers Journal, Chicago, Ill.

WIDE AWAKE grain man open for managership of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Have had fifteen years experience in the grain business in Iowa, Minn., North and South Dakota as operator and manager of country elevators, traveler, salesman and manager for grain commission company. Good judge of grain and acquainted with the methods of handling same. Am also well acquainted with the grain trade in the entire northwest. Would like a personal meeting at once. Address Simeb, Box 5, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

FIRST-CLASS elevator foreman wanted; one that can keep up machinery and knows something about the grain business. Jordan & Son, Kempton, Ind.

WANTED—Grain buyers. Prefer German or Scandinavian. Good points in North and South Dakota. Salary \$65 to \$75. S. A. Morawetz & Co., 910 Security Bk. Bldg., Minneapolis, Minn.

WANTED—A man to take charge of elevator and corn milling plant, one who understands machinery and can get results. State experience, age and salary wanted to start. A good position for right man. Pitts Mill & Elevator Co., Marshall, Tex.

## LOCATIONS FOR ELEVATORS.

GOOD LOCATIONS for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

## ELEVATORS FOR RENT.

GOOD TERMS offered reliable party to rent or take whole or part interest in well equipped modern feed mill and elevator in good Illinois town 55 miles from St. Louis. Address Winkle M. & A. Co., Craig, Perry Co., Ill.

## PARTNERS WANTED.

PARTNER wanted to join in starting elevator at good point in Indiana; or will sell stock in good business with 5 per cent guaranteed on stock. Address Wig, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain man now in business would like to buy half interest in another good western Ind. point to handle 300,000 bus. or more. Address Interstate, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Man to take some stock in a complete cornmeal and feed mill and elevator doing fine business, and manage the mill. Located in North Texas. Address B. M. M., Box 4, Grain Dealers Journal, Chicago, Ill.

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Printed upon fine Crane Japanese Linen paper, with gilt edge, in Red Russia leather—432 pages, vest pocket size. Price, only \$2.00.

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**MAHIN ADVERTISING COMPANY**  
832 American Trust Building, CHICAGO, ILL.



**ENGINES FOR SALE.**

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

6 H. P. COLUMBIA Gasoline Engine; as good as new. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

FOR SALE—2 20-h. p. and 1 15-h. p. Fairbanks-Morse gasoline engines, cheap. Henley Eversole, Newman, Ill.

FOR SALE—1 35 h. p. Charter Gasoline engine. Good as new; used about 7 months. Address D., Box 2, Grain Dealers Journal, Chicago, Ill.

STATIONARY GAS ENGINE, about 30 h.p. for sale; suitable for elevator use. Weight six tons. J. H. Allen & Co., St. Paul, Minn.

SECONDHAND CORLISS engine for sale. A Vilter 16"x42" left hand Girder Bed 125 to 200 h. p., 12 ft. wheel; excellent condition; now in operation, Harris Machinery Co., Minneapolis, Minn.

GASOLINE ENGINES for sale, 15, 20 and 25 h. p. gas or gasoline, slightly used and as good for use as new; refilled and tested before leaving shop; and prices that will move them. G. W. Alcock, Chanute, Kans.

**GAS ENGINES FOR SALE.**

- 22 H. P. Fairbanks-Morse.
- 16 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 8 H. P. Fairbanks-Morse.
- 20 H. P. Otto.
- 8 H. P. Otto.
- 10 H. P. Ohio.
- 25 H. P. Columbus.
- 10 H. P. Webster.

Also fifty engines for smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND HAND GASOLINE ENGINES. 1-1½ HP Webster gasoline engine complete, with water tank, jump spark and hot tube, \$65. 1-2 HP Webster gasoline engine complete, with water tank as good as new, electric spark and tube, 90. 1-3 HP Lambert horizontal engine, electric spark and torch, as good as new, \$110. 1-4 HP Dayton engine, vertical, \$75. 1-4 HP Foss engine, as good as new, \$110. 1-5 HP Foss engine, \$125. 1 O. S. Kelley 5 HP engine, used 6 months, \$100. 1 44 HP Howe engine, used two years, \$800. 1 65 HP Weber Vertical cylinder, with up-to-date gas producer, as good as new, used less than two years, \$1,700. Allen P. Ely & Co., Omaha, Neb.

**MOTORS FOR SALE.**

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE—Dynamos and Motors, new and second-hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

**MACHINES FOR SALE.**

FOR SALE—One Monitor No. 9 oat clipper. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

MONITOR GRAIN CLEANER No. 6 for sale cheap. Good condition. Farmers Co-operative Elevator Co., Valley City, N. D.

MACHINERY FOR SALE—3 Gorton improved centrifugal reels, 10 ft. long. 1 H. A. Barnard middling purifier, speed 450; 3 stand flour rolls 8 x 18. All the above are almost as good as new. Will sell cheap. T. S. Wilson, Spickard, Mo.

FOR SALE—One Invincible oat clipper; one Foss attrition mill; one No. 4½, one No. 2½ western combined sheller and cleaner; one new Howe R. R. track scale. The above are in first class shape and will be sold at a bargain. A. S. Garman & Co., Akron, Ohio.

FOR SALE—One No. 3 Ohio refilling screened corn cleaner, 10 ft. long, 4 ft. high, 3½ ft. wide, capacity 300 to 400 bu. per hour, made by the Philip Smith Co. Machine in good condition. Make offer. The Raymond P. Lipe Co., 1331 Nicholas Bldg., Toledo, O.

FOR SALE—One No. 1-D Marseilles Combination dustless cylinder warehouse corn sheller; one Marseilles portable dump and elevator to load cars (elevator 24 ft.) good 2 h. p. with same. Both in good shape, nearly new, cheap. Reason for selling completion of 30,000 bu. elevator. Binger Gin & Grain Co., Binger, Okla.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One Fairbank's hopper scale, capacity 60,000 lbs. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

**SCALES FOR SALE.**

One 50 ton capacity railroad track scale.

Two 10 ton wagon scales.

One 2 ton floor scales.

We will furnish all iron or metal parts for above only. Mueller Coal, Heavy Hauling & Transfer Co., 2520 Bismark St., St. Louis, Mo.

**MISCELLANEOUS FOR SALE.****GRAIN TESTERS.**

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

**FOR SALE CHEAP.**

- 3 Boss Car Loaders.
- 2 12-in. Cast Iron Turn Heads.
- 1 No. 2 Western Corn Sheller.
- 1 Marseilles Combination Sheller and Cleaner, 600 bu. capacity.
- Crabbs-Reynolds-Taylor Co.,
- Crawfordsville, Ind.

**ENGINES WANTED**

WANT to exchange 25 H. P. Steam Engine in good condition for a Gasoline Engine. Advise what you have to trade. Goodrich Bros. Hay & Gr. Co., Winchester, Ind.

**MISCELLANEOUS WANTED**

WANTED—To purchase one 40 to 50 H. P. gas engine, also an Invincible or Monitor clipper 750 to 850 bus. per hour. Must be new or in the very best condition. Give lowest price delivered at Wichita, Kans. Ora McKinney, Wichita, Kans.

**SCALES WANTED.**

AUTOMATIC scale wanted, 3 to 5 bu. cap. Must be good make, accurate and reliable. Jeff Ray & Son, Rockport, Ind.

**MISCELLANEOUS.**

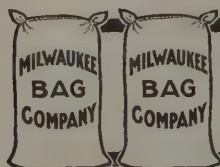
WELL IMPROVED farm for prompt sale. Address W. L. Prescott, Benkelman, Neb.

BEST LOCATION for two hundred bbl. flour mill in the west, plenty of wheat and ready market. Address Frank H. Foster, Secy. Brewster Commercial Club, Brewster, Wash.

FOTOGRAF WANTED—Copy of fotograf of the Grain Dealers special train over the C. & N.-W. Ry. taken at Cedar Rapids, Ia., Oct. 1, 1901. Address C. S. Clark, Mgr. Grain Dealers Journal, Chicago, Ill.

FOR SALE, \$6,000.00—General merchandise, in a good Iowa town of 200; good, rich farming county, and a good territory to draw from. Nice clean stock and rent cheap. Good reasons for selling. Cash only. Address E. & O., Box 4, Grain Dealers Journal, Chicago, Ill.

WE HAVE PLEASED plenty of buyers, and have plenty of buyers to please in elevators and mills. We have large list, single and lines of elevators. SELLERS, send full description and price, first letter. BUYERS, tell us location preferred, and amount you would invest, first letter. We'll do you good work. All lists, subject to prior sale, usual commissions. John A. Rice, Elevator and Mills Broker, Frankfort, Ind.

**DEALERS SAY "THEY WEAR."**

With Milwaukee Bags you can make your grain stand the closest scrutiny—they look quality—ARE quality.

Write us for our prices. Don't forget.

MILWAUKEE BAG CO.,

Milwaukee, Wis.

## SEEDS FOR SALE.

TIMOTHY SEED for sale. Car lots or less. Samples on application. C. C. Norton's Sons, Greenfield, Ohio.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

## HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## FERRETS FOR SALE.

3,000 FERRETS for sale. They exterminate rats and rabbits; price list free. Lewis DeKleine, Jamestown, Mich.

## SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Buckwheat, millet, timothy, clovers, pop-corn, mustard. Submit samples. J. Oliver Johnson, Chicago, Ill.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.  
ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO.  
COSTS 15 CENTS PER LINE.

## MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

## FEED FOR SALE.

GROUND CORN and chop fed for sale in carlots. Prompt shipment. Write for samples and prices. Droge Bros., Council Bluffs, Ia.

## GRAIN FOR SALE.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

IF YOU have choice grain for sale, offer it in the "GRAIN FOR SALE" columns of the Grain Dealers Journal. Get inquiries, send out samples and sell to the best bidder. It will pay. Try it.

GRAIN FOR SALE—When in the market for good Turkey wheat ask us for samples and delivered prices. We can always furnish you good wheat. Address The A. R. Clark Grain Co., Wichita, Kans.

## POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

## GRAIN WANTED.

WANTED No. 2 white northern old oats. Pape & Loos, Quincy, Ill.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

WANTED—Wisconsin winter wheat. Mail us samples and quote price. Arcadia E. L & Milling Co., Arcadia, Wis.

WANTED—Beardless Barley and Speltz, car each. Send samples. S. M. ISBELL & CO., Jackson, Michigan.

CORRESPONDENTS wanted, who sell sacked grain and mill feeds to wholesale trade. Box 325, Montgomery, Ala.

WANTED—Shippers of grain, hay and mill feeds to quote. The Frank P. Levy Co., Merchandise Brokers, Pensacola, Fla.

## BUYERS OF SALVAGE GRAIN

### The Toledo Salvage Co.

Buyers of  
OFF GRADES and  
SALVAGE GRAIN  
Toledo, - - - Ohio

### Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.  
WM. B. GALLAGHER  
72 Pearl Street, BUFFALO, N. Y.

### FRANK MARSHALL

253 LA SALLE STREET  
CHICAGO

## THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

# SEEDS

Blue Grass

Orchard Grass

Millets, Hungarian

Redtop, Seed Corn

Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN.

## THE EXPERIENCE OF OTHERS

### GRAIN DEALERS JOURNAL

253 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator      Post Office.....

.....bus.      State.....



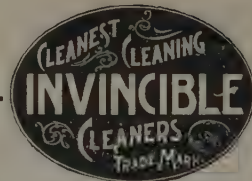
## The Ohio Corn Sheller

Is made for hard work. Will last a lifetime. Shells clean, does not crack the corn or break the cob. Will shell to its rated capacity. All you can ask of any sheller and more than you get from most shellers.



We can equip your new elevator complete from cupola to pit, and make prompt shipment too. Write us.

**The Philip Smith Mfg. Co.**  
SIDNEY, OHIO



## A GOOD LEAD

over your competitors may be secured through the advantages to be derived from the superior quality of work, more economical maintenance and higher general efficiency of the

### GRAIN CLEANING MACHINERY

MADE BY THE

### Invincible Grain Cleaner Co.

Silver Creek, N. Y.

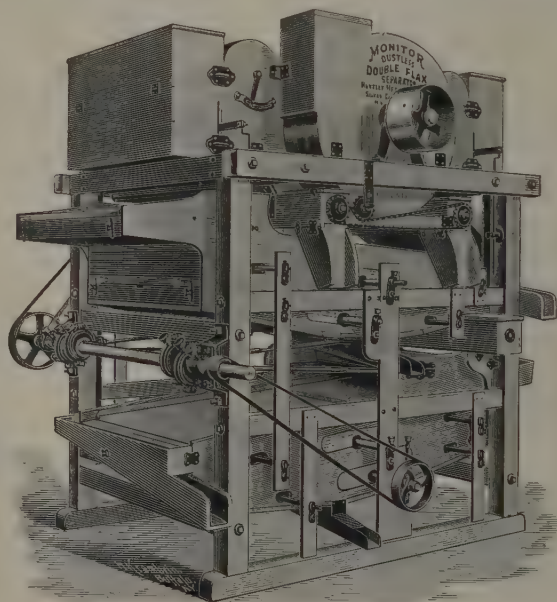
REPRESENTED BY

W. J. Scott, 512 Traders Bldg., Chicago, Ill. Phone Harrison 667.  
Edward A. Ordway, 512 Exchange Bldg., Kansas City Mo.  
C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.

NOW IS THE TIME TO INVESTIGATE



## Brief Talks of Monitor Flax Separators

Monitor Flax Separators unquestionably will clean your flax better, at smaller cost, and save a higher percentage of flax than any machines built for like purpose in the country.

These machines are built in several different styles, each one has some slight point of superiority in its favor.

To know all about these machines you should have our complete flax catalog and if you will manifest an interest in it by writing we shall be pleased to send it to you.

If you handle flax and are not using Monitor machines we know that our catalog will show you wherein you can better afford to discard your old separators and install Monitors, in preference to running the old machines and be far ahead in money at the end of the season.

Write to-day for the catalog.

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10 Board of Trade, Kansas City, Mo.  
H. C. Draver, Southwestern Agent.  
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

**HUNTLEY MFG. CO.**  
Silver Creek, NEW YORK

## GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,  
Manager.

#### Subscription Rates

To United States, Canada, and Mexico One

Year \$1.50; Six Months 75 cents.

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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

GOLD MARKS SIGNIFYING QUALITY  
OF CIRCULATION HAVE BEEN  
AWARDED THE GRAIN DEALERS  
JOURNAL BY THE AMERICAN  
NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 10, 1907.

ARE YOU satisfied to pay telegraph toll on messages transmitted by mail? How long will the grain dealers' patience bear up under such an imposition?

SHIPPERS are entitled to certificates of weight and inspection on every shipment sold on destination terms. Those who do not get what is due them must expect to suffer shortages.

THE CAR FAMINE will not be one of the curses of the grain trade this year, but the railroad companies will be the ones to kick because the shippers do not supply more grain for them to haul.

FREQUENT predictions of lower prices for oats by Eastern receivers shows how a man's judgment is biased by his wishes. If Jack Frost catches the corn crop of northern states, oats will go on up.

THE POOR quality and high average price of grain makes it more necessary than for years past that country buyers grade all receipts very closely, and buy on a wide margin if they expect to receive any compensation for their services.

ELECTRIC inter-urban lines in northern Ohio and Indiana are giving more attention to carrying freight than similar lines in any other section of the grain surplus states, and the grain shippers accordingly are glad.

THE DEFUNCT American Farm Co. is not the only co-operative company started to load stocks onto farmers which has failed. Some co-operative companies are started by outsiders primarily for filling the purses of the promoters *e. g.* the farmers company of Milroy, Ind.

ADVANCING money to strangers for grain "to be hauled later" is indulged in this year with more danger than usual, because of poor crops, and tenants need of money. It is a much safer policy to refer prospective borrowers to the banker, who makes a business of lending money.

HAS ANY unposted grain dealer been chump enough to invest in the stock of the so-called "Farmers Terminal Grain Co." of Kansas City, Kan., which is being promoted by an "ambitious and determined" man, who long since succeeded in earning expulsion from the Kansas City Board of Trade?

DOCKAGE at terminals to allow for shrinkage in handling will be insisted upon by elevator men just so long as the trade will tolerate the exaction. If it is shipper's pleasure to contribute to the expenses of the terminal elevator which receives shipments, then they should submit. If not, protest.

DUMPS which are not self-cleaning frequently get so dirty as to attract mice and weevil and each load dropped into the sink dislodges some of the old grain and carries it to the bin, with the natural result that the grain is mixed and a portion of it reduced in quality. The dump which is not self-cleaning should be torn out. It is worse than useless.

THE elevator owner who has his house on his own land is not dependent upon the fickle fancy or whim of the freight traffic manager of the road which passes by his door. One Illinois dealer whose elevator is on railroad land is much chagrined now to learn that he can not get a renewal of lease. However, the railroad company has leased a sight for another elevator near by.

A DIRTY elevator does not impress favorably anyone who visits your plant. The traveling grain solicitor judges of elevator man's business methods by his surroundings and cash advances are influenced somewhat thereby. The insurance inspector cancels the policy and the farmer prefers to sell to the other dealer. A strong broom will always prove a profitable investment.

ALFRED C. CLARK, who publishes what he is pleased to call "Clark's Grain Dealers' and Shippers' Gazetteer" is not connected with the Grain Dealers Journal, never was and never can be. The office where he occupies a desk is not "opposite the Board of Trade" in Chicago, in fact he has not occupied an office so located for years. He continues to advertise the

old address simply to mislead members of the grain trade.

REPORTS of heavy losses in oats by country shippers continue to reach us in amazing numbers. Many shippers reported unusually poor prospects for oats in the "Crop Reports" columns of the Grain Dealers Journal long before the market reflected the shortage. It is very evident that the shippers were unable to believe their eyes.

WHEAT AND CORN mixed in the oats shipped to Buffalo may increase the average weight per measured bushel of the receipts, but also reduces the grade and generally at the expense of the shipper. The prices of all grain are so high no shipper can afford to indulge in costly mixing and the shipper who is equipped to clean the different grains and separate mixtures is assured of greater profits than for years past.

WOODEN partitions in steel storage tank at Houston, Tex., recently resulted in its destruction. The heat caused by burning of surrounding buildings was so intense as to set fire to the wood within the tank and caused destruction of both grain and tank. Wood partitions are all right in tanks not exposed, but where buildings constructed of combustible material are near by they should not be used.

IT IS high time some practical elevator builder was devising a horizontal folding door for doorways to driveway and car tracks of grain elevators, which will resist the hard usage to which they are subjected, and at the same time obviate the damage done by every wind storm passing its way. A horizontal folding door could easily be devised, which would readily resist the wind and could be handled by one employee with ease. Such a door would also be more effective as a bar to tramps.

FOUR SHIPPERS operating in the neighborhood of Champaign, Ill., have recently begun suit against the C. & E. I. R. R. for damages resulting to their grain, which was delayed so long in transit by the initial carrier as to result in its arriving at destination in a spoiled condition. As is noted in our News columns, these claims range from \$500 to \$1,900. While the carrier will no doubt fight the claims to the last court, there remains no vestige of doubt as to the rights of the shippers to collect for losses suffered. The railroads have so long ignored the rights of the average shipper in claims of this character that many shippers despair of collecting what is due them, and refrain from filing claim for losses suffered, as the direct result of carrier's dereliction. This abuse, however, promises to be reformed with the other good things coming.



HAVE you noticed the rise in the prices of corn, wheat and oats lately? If not, just glance at our chart in this number, which shows the range of prices since August 23.

TEXAS and Oklahoma corn is permitted to stand in the field until it is thoroly cured so the dealers of the Southwest have no trouble with the heating of home grown corn. They will enjoy the rattle of their large crop, while the shippers of Nebraska to Ohio and points farther north will be depressed by the moisture unless they have a good drier.

CONTRACTING new corn from farmers is not necessary, practical or sensible. The quality and quantity of the new crop is still too uncertain to warrant country buyers taking such chances. Those who contracted new oats and accepted chaff in fulfillment of contract lost many thousands of dollars. If you must contract, insist on having all conditions of purchase specified in writing, but avoid the practice if possible.

SHIPPERS ORDER Bs/L continue to receive the studied attention of bankers and railroad men, who have delegated committees to draft forms which shall protect their interests beyond every reasonable doubt, but little attention has so far been given to the rights and interests of the shippers. It would seem high time that the grain dealers be given an active voice in the conferences held to perfect this form of commercial paper.

PRIVATE car seals are now used more extensively than ever, but shippers are losing much of the possible benefits to be derived from their use by neglecting to insist upon having complete record of seals on car upon arrival at destination. A few railroads are still using the old style seals numbered in duplicate, which afford no protection and make it next to impossible to detect the breaking of seal in transit. All seals should be numbered consecutively.

THE NORTHWESTERN coal dealers have experienced so much difficulty in collecting their claims for shortages in shipments that they have finally begun suit against carriers thru their Ass'n and propose to find out what their rights are. Shortages which occur in transit are due to the use of poor equipment and to imperfect guarding of loaded cars at terminals and junction points, but nothing better can be expected until the shippers rise en masse and force carriers to recognize their rights in the case.

OPERATORS of old shacks in districts offering small amounts of grain each year are occasionally amazed by the amount of grain received by the enterprising hustler, who puts up a new, modern elevator with all the labor saving de-

vices obtainable. Progressive methods as well as up-to-date equipment have an irresistible attraction for even the farmers. We can not get away from the fact that the man who is best equipped to do business can handle his grain on the smallest margin and still make a living profit.

THE PAYMENT of interest on freight claims is being sought by the grain committee of the Board of Trade of Little Rock, Ark. The committee insists that railroads should pay 6 per cent interest on all freight claims which remain unpaid after 45 days, and the committee proposes to institute vigorous agitation in favor of such legislation by the national Congress. It will take some time to remedy the many abuses of the railroad claim department, but if the shippers will work together and persistently insist on recognition of their rights, justice will be granted them.

IT IS gratifying to know that the long agitation due to shortages in shipments of grain has finally brot about almost perfect weighing conditions in grain terminals, where the disinterested weigher with his check beam is seldom suspected of being in error, and the country elevator man recognizing the weakness of his own weighing facilities is now continually improving in the hope of being freed of this shortage bug-a-boo. As is reported in "Letters from Dealers" columns this number Baltimore Chamber of Commerce Weighing Dept. now weighs the hay shipped to that market.

MINIMUM weights will not be made less than 30,000 lbs. per car of grain under the new rules enforced by the railroads. But the Georgia State Railroad Commission recently answered the complaint of a shipper by stating that when it is impossible to get in the minimum weight the road can charge only at the carload rate for actual weight in the car. The shipper who is furnished too small a car should have the station agent make notation on the B/L to the effect that the car is loaded to full bulk capacity. It will be next to impossible to load the minimum weight of oats in any but furniture cars this year.

THE PROPER method of filling grain testers is receiving merited attention and discussion. The careless use of the little kettle is just as likely to result in loss as gain to buyer. The right way is no doubt in vogue in the grain inspection departments. The method which is fair to all interests should be adopted everywhere. If that described in "Asked—Answered" this number does not meet the views of readers we would be pleased to have description of their method of filling tester. The smaller the tester the greater the care needed in using it as

the smallest error in testing pint or quart amounts to considerable when multiplied to get test weight of a bushel.

GRAIN DEALERS are so very prosperous that the Railroad companies insist they should be permitted to deduct  $\frac{1}{2}$  of 1% from all claims for shortage occurring in transit before they pay claim. Those who are willing to permit the deduction will suffer the loss, but those who bring suit to collect the full amount of the loss will be paid in full. The terminal elevator men of some markets also seem to think the shipper ought to stand their shrinkage and insist upon docking receipts to allow for it. The shipper is much to blame because he has been so very indifferent in years gone by, that every one has imposed upon him to cover their own losses.

RECIPROCAL demurrage rules will soon be established in Georgia. The State Railroad Commission is hearing the railroads on the subject to-day. It is the purpose of the commission to formulate rules and regulations which will provide for the collection of demurrage by the shipper from the railroads in case of failure to furnish cars or delayed shipments, as well as for the collection of demurrage by the roads where shippers fail to unload cars within the specified time. The cause of reciprocal demurrage is gaining slowly, but surely and the time cannot be far distant when demurrage will be reciprocal here as it long has been in several European countries.

THE SOONER the southeastern buyer and the northern shipper of grain get together, get acquainted and work to surround the trade with sane and fair methods, the sooner will the distributing trade of the southeast drift into the hands of responsible, live, progressive men. As it is now, every broker and every wholesale grocer seems to be dabbling in grain, and shippers seem to be so willing to sell to anybody regardless of their credit or method of doing business, that every broker who has a minute to spare seems anxious to jump into the business. This makes it very difficult for those who make the grain business a specialty to realize a living profit from the business. So many shipments to irresponsible brokers are sacrificed on the market "for the benefit of whom it may concern," that no one profits very much from the business, and the northern shipper and the southeastern grain broker suffer most. The National Convention at Cincinnati affords an excellent opportunity for representatives of these two sections of the trade to get together and formulate some methods, which shall drive out the sharks, who are the bane of all. The straight grain brokers of the southeast have fully as much to gain as the shippers of the north.

## CARLOAD OF NEW OATS.

Reports from central markets disclose the fact that new oats are grading even lower than shippers first thought possible. Reports published in our column devoted to crop reports show that the yield in Northern Iowa and Southern Minnesota is much lower and the weight much less than previous reports would indicate. No doubt the crop is the poorest the trade has had to handle for many years, not only in quantity, but also in quality.

Shippers will surely experience trouble with the minimum carload weight regulations unless they guard their interests closely, and insist upon being given the carload rate on oats when car is loaded to within three feet of the roof. Inspectors cannot gain access so as to obtain an average sample when car is filled above the three feet line.

Some of the railroads have already made regulations regarding minimum weight on oats, which take into consideration the light weight of this year's crop. All oat carriers will do likewise, if the grain dealers associations promptly call the attention of traffic officials to the light weight of new oats and insist on the minimum weight regulation being changed. It will be utterly impossible to load the minimum quantity into some of the old style cars, and if the dealers load to the roof their grain will be sold subject to reinspection at time of unloading, which often inflicts a heavy loss due to deterioration caused by delay in transporting the car about terminal markets.

## COOPERING CARS AT CARRIERS' COST.

Several contributors to our "Letters from Dealers" column in this number insist that railway companies should cooper grain cars and prepare them for the reception of grain before they are set in on side track to be loaded. The shippers are right and the railroad companies would do as they insist they should do, if shippers would join hands in demanding it.

In terminal markets most carriers do cooper their cars before switching to elevator for loading grain. In recent years several suits have been brought against carriers to collect for service and material used in coopering cars, but as yet no court of last resort has passed upon the subject.

It is but natural that the grain carriers should permit shippers to supply their own material and service in the preparation of cars for the reception of their grain. It is in keeping with their greedy methods in times gone by, but on interstate shipments it is clearly discrimination and violation of the interstate commerce law, because many shippers whose volume of business and traffic manager have suffi-

cient influence, get not only a bountiful supply of car doors, but good cars in which to load grain.

The increased cost of lumber and the poor quality of the material now used in making grain car doors intensifies the need for a practical, indestructible grain car door. Many elevator men are working earnestly to invent a perfect door, which shall prove an inexpensive substitute for the present door, and no doubt he who first succeeds in devising a practical door will reap a rich harvest.

## RAPID GROWTH OF MUTUAL INSURANCE BUSINESS.

The cause of mutual insurance seems to be gaining rapidly with the members of the grain trade, and recently several new mutuals have been launched for the purpose of saving grain elevator operators from the greed of the stock fire insurance companies. Increased value of grain and the rapidly rising markets has made the country grain dealer need more insurance than usual.

It is more than gratifying to learn that the largest grain dealers mutual wrote more insurance during August than during any previous month. The largest flour mill mutual also wrote more insurance during August than during any preceding month. The unprecedented success of the mutuals making a specialty of insuring property of this character shows that the members of the two trades have at last perfect confidence in the stability of their companies, and gives evidence of their determination to ignore the sops offered by the stock companies.

They will support their own organizations, which make for a lower insurance rate and safer risks. Not only have the mutuals reduced the rate of insurance, but they have also reduced the fire hazard and thereby protected the grain dealer and miller from interruption to his business. Some stock companies have made a weak effort to study the different hazards to which certain classes of property were subjected, but never have they attained that success in reducing fire hazards, which has been so marked in both flour mills and grain elevators during the last five years.

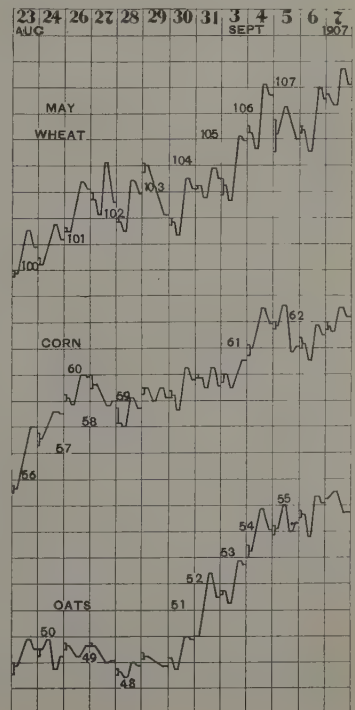
The members of these trades are not hesitating to encourage their mutual companies in further work along this line, and as heretofore every dollar's worth of encouragement given in the form of business helps to reduce the average cost to their fellow policy holders. The cost of insurance to the policy holder is the cost to the company. He gets the profits which go to the stock holder in the stock companies. If grain dealers continue to desert the stock companies as they have been doing during the last year there will soon be no policies carried in wild cat or reliable stock companies.

CONFIRMATION blanks which provide blank spaces for filling in every condition known to the ordinary sale and purchase of grain would no doubt facilitate business and obviate many misunderstandings and differences if put into general use. In order to make the confirmation blanks binding it would be necessary to have them made out in duplicate and signed by both parties to the transaction. The trades as now consummated are legal, but the business is carried on in such a loose manner that careless dealers frequently omit essential conditions contrary to their intentions, and at heavy cost. Where, if confirmation blanks were to be filled in and signed it would be difficult for them to overlook the provision or conditions which they want in contract. Unless the confirmation blanks be signed in duplicate there could be no coming together of the minds of parties to the transaction, hence they would not be binding on either. The general adoption and use of uniform forms would educate all to specify essential conditions for every transaction and remedy the frequent careless omissions which now cost many so dearly.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Sept. 9 are given on the chart herewith.

Other options made their highest prices on the following days: Wheat, Sept. 7, 96¾ for September and 101¾ for December. Corn, Sept. 7, 63½ for Sept. and 62¾ for Dec. on Sept. 5. Oats, 67½ for September on Sept. 7 and 55 cents for December delivery on Sept. 5.





# Letters

## From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### NOT ASSESSED ON BUSINESS.

*Grain Dealers Journal:* We are not assessed at this point on either our live stock or grain business—nothing but building.—Cronk Bros., Montour, Ia.

### ASSESSED ON VALUATION OF LAND AND ELEVATOR.

*Grain Dealers Journal:* Our elevator stands on our own ground and we are assessed on its value the same as on all other property. This is about right. Yours truly, McElroy & Treadway, Arenzville, Ill.

### ASSESSED ON GRAIN ON HAND APRIL 1.

*Grain Dealers Journal:* The assessor assesses all grain we have on hand on the first of April, at market price. We think this rule is just and fair. Our elevator stands on our ground and is assessed as real estate. Yours truly, Kemp & Holsen, Allendale, Ill.

### ASSESSED ON AMOUNT ON HAND.

*Grain Dealers Journal:* We are compelled to state as near right as possible amount of grain we have on hand one certain month and this is all we are taxed on for whole year. We are taxed upon building also which stands on railroad ground. Botzum Bros., Akron, O.

### ASSESSED ON THE AVERAGE STOCK AND CASH.

*Grain Dealers Journal:* The assessor at our place simply comes in and asks what is the average of our stock and money on deposit and returns that to the auditor, thus if you give your average for the year too high you pay for your bragging, which in our estimation is O. K. Yours truly, Loyd & Bisel, Ashley, O.

### TAXED ON AVERAGE STOCK CARRIED.

*Grain Dealers Journal:* We own the land on which our mill and elevator stands also railroad track. We pay a personal tax on about our average stock we carry of flour, grain, etc. Our land and buildings of course are taxed. We do not store grain for farmers. We buy all that is offered of all kinds. Yours truly, Willy & Co., Appleton, Wis.

### 1907 OATS AT BUFFALO; A SUGGESTION.

*Grain Dealers Journal:* The 1907 oat receipts at Buffalo are approximately: 41 per cent No. 3 White Oats; 32 per cent No. 4 White Oats; 27 per cent No Grade White Oats.

The present crop as compared with recent years is considerable lighter in weight and contains a larger percentage of dirt, which conditions, naturally contribute to make lower grades. The principal cause for grading such a large percentage of this

year's crop No. 4 and No Grade Oats is the heavy mixture of wheat; also a mixture of corn in a lesser degree.

We believe that shippers would materially profit by cleaning and blowing their oats, thereby improving the quality and also the condition for shipment. This precaution would also assist in improving the grade. Very respectfully yours, Fred E. Pond, Secretary Corn Exchange, Buffalo, N. Y., Aug. 28, 1907.

### PAY PERSONAL TAX ON STOCK ON HAND.

*Grain Dealers Journal:* We are taxed for the amount of grain we have on hand and the plant is assessed according to valuation without any consideration of the amount of business that we do, therefore we have no complaint to make. We would infer that some grain dealers have to pay according to the amount of business they do. Respectfully, McNeill & Beach, Albany, Ill.

### SECTION HANDS SHOULD COOPER CARS.

*Grain Dealers Journal:* It ought to be the duty of the section hands (whom the railroad employs at every station) to cooperate; and then if there is leakage the fault lies directly with the railroad company.

Coopering is the worst part of loading cars. It sometimes takes us a day to fix up cars so we can load them. We often get cars that are almost impossible to fix up. We pay freight on all produce shipped out of this station and I am strongly in favor of having the railroads fix up the cars.—B. M. Armstrong, Mgr. Easton Grain Co., Easton, Minn.

### A RECORD-BREAKING ATTENDANCE.

*Grain Dealers Journal:* Kindly write my name as one of those who expects to be present at the annual meeting of the Grain Dealers National Assn., at Cincinnati, Oct. 2-3.

From the natural convenience of location of the convention city there should be a record-breaking attendance, and especially large numbers should attend from the east, south and southeastern portions of the country.

Let's all pull together for the greatest attendance and the largest membership in the history of that great and useful body.—W. S. Washer, Atchison, Kan.

### DEALING WITH COMPETITOR.

*Grain Dealers Journal:* When I leased this elevator I visited my competitor and said to him: "I have leased this elevator and would like to have just some of the grain hauled in."

He replied: "I've got all friends here and they come to me." In other words he wanted to freeze me out.

The next day he raised the price for oats 2 cents, thinking that he could scare me at the start, but I raised my price too and paid the same he did. Things went along like this for some time. We would get out into the roads and stop the wagons and even go into the field to buy grain. I sold my grain right and still made money. My greedy competitor had his elevator full and could not store any more.

One day my competitor came over and said: "Henry, don't you think we are paying too much for oats?" I said: "Sure, Carl; and it is all your fault; you were too d—n small minded at the

start even to allow me a little of the grain hauled in and I have beaten you at your own game."

So we agreed to lower the price 2 cents and that afternoon a wagon drove up and we both met it. I made a bid and the farmer said:

"What! Oats gone down that much in one day?"

I said: "Well, we have been paying you fellows too much right along, 3 or 4 cents above the price, and we are not going to do it any longer."

The farmer turned to my competitor and asked him what he would pay for the oats and my competitor asked: "What did Henry offer you?" The farmer answered and Carl said: "Well, that is all they are worth." And from that day to this we have been the best of friends.

I don't want all the grain but I want my share of it. I believe in competitors being friendly, for that is the only way they can both make money.—I. D. M.

### BALTIMORE'S GRAIN HANDLING FACILITIES AND MARKET CONDITIONS.

*Grain Dealers Journal:* This market is doing a big export business; tho very little is being said about it thousands of bushels of grain are being shipped into hulls and across the ocean to meet the demands of an excellent foreign trade. The demand for soft wheat in Germany is especially good for the crop conditions there have been very unfavorable, while labor is prosperous. It is perhaps not recognized among western dealers in wheat that this state raised a 15,000,000 bus. crop of wheat this year or more wheat than any state in the Union considering its area. Pennsylvania has also raised a splendid crop most of which is in the hands of the farmers as they are generally a prosperous lot and hold their wheat until winter. It might be of interest to the western trade to know also that Pennsylvania, Maryland, Delaware and Virginia raised about twice as much wheat as the state of Illinois.

This is primarily a corn shipping port and if the West will afford good weather for the next three or four weeks and a bumper crop of corn become an assured fact it will make many an exporter in Baltimore feel happy.

New hay is moving freely here, but the market is not settled on account of the loose hay crop which is transported into the cities by the farmers and sold from the wagons, which takes the place of baled hay for filling large stables. This condition will be considerably changed within the next two or three weeks. Baltimore dealers in hay have become a little chasty over their ideal facilities for handling it and feel they can't be beat in any city of any country. There was a great deal of experimenting before it was possible to secure the present facilities, but on the first of September a representative of the weighing department of the Chamber of Commerce was appointed to oversee the weighing of cars, one for each warehouse, so that the control of the weighing and inspection is absolutely under supervision of the Chamber of Commerce. The placing of a weigher at each of the three hay terminals put the finishing touches to an already admirable system so that the dealer who ships hay as well as grain to Baltimore is sure to get just exactly what is coming to him. Hay is weighed in and out by an authorized inspector who issues an official certificate for each car.

The old system of dockage has been done away with. Most of the hay which is exported, lands in Europe in beef steak as it is practically all consumed by exported cattle.

The grain dealers here will not stand for any delay by the railroads in delivering grain to the elevators after it has been inspected. As one dealer forcefully expressed it, "we simply raise hell" and if there is found to be a discrepancy between the condition of grain after it is inspected and upon arrival at the elevator the merchant receiving it immediately puts in a claim and usually gets it. Cars must be unloaded promptly. This can be done with a great deal of dispatch here for instead of scattering them all over the city the railroads each have one point where all grain cars are concentrated and action is quick after they are inspected. This concentration of cars at one point not only helps the railroads to move the stuff quickly, but it aids the yard detectives in their work of guarding cars from thieves.

This market is well equipped with driers so that any grain shipped here in bad condition can be dried and made marketable. While not all of the elevators have driers there is now a movement on foot to have Hess driers placed in all of them. The elevator of the B. & O. which burned some time ago will not be rebuilt but the company will build a much larger one at Mt. Clare to have a capacity of at least a million bushels. It will be a concrete structure and one of the finest on the seaboard. This elevator will be well equipped with driers.

When the shipper in the west sends a carload of grain to Baltimore and the grade he gets on it does not suit him, he certainly can get all the evidence he wants that the Baltimore inspector was right or wrong. For instance if a shipper in Indiana thinks he has gotten the worst of the inspector's judgment he lets his commission merchant know his desires and said merchant appeals to the wheat, rye, oats, corn, or whatever comite the kind of grain should be submitted to. This comite is composed of five men and is a standing one, appointed by the president. They investigate the grain and vote on it either sustaining or rejecting the opinion of the chief inspector. Then in order to be absolutely sure a sample is submitted to the Grain Standardization Bureau of the Government which is located here in charge of C. A. Neal; in fact this branch of the grain testing department of the Bureau of Plant Industry was the first to be established in this country, and while Baltimore shied at it at first and the efforts of the Government were depreciated, now all of the grain men here recognize its merit, and practically all of them resort to its tests for which the Government charges nothing. The department here not only determines the amount of moisture in the grain but the number of pounds to the bushel, the quantity of smut, kind or color of grain and a lot of detail that is of no practical interest, and yet shows that from a scientific basis there is no appeal. Therefore when the Commission merchant here sends the shipper the Government test he must be satisfied. There is no appeal. So there is no excuse for any shipper not getting justice here or knowing why.

When a cargo of grain is ready for export the Government makes a thoro test of it and keeps a record, and when it arrives in port across the water a representative of the U. S. does the same thing there so the importer knows what he is

getting. In fact it was the demand of the foreign buyer of American grain that caused the Government to establish laboratories at New Orleans, St. Louis, Duluth, Baltimore. One is just being completed at New York. It was suggested by a dealer here that the best place to begin to test the grain is with the western shipper who sends his grain here for there is where the trouble commences. If grain is sent here for export and is found to be out of condition it is run thru driers until it is in condition to stand an ocean voyage.

In justice to this market it may be honestly said that the weighing and inspection department under the supervision of the Chamber of Commerce is in excellent hands and it is a very rare thing for receivers to receive complaints. It is rather unusual for any weighing department to cost as much as the inspection department, but that is true here.

In addition to the B. & O. elevator which is being erected at Mt. Clare the Pa. R. R. is putting up a storage warehouse in connection with its elevator that will hold 1,500,000 bushels of grain. When the two buildings are completed Baltimore will have about all it needs for storage purposes.—A. C. M.

## OATS GRADING AT KANSAS CITY, KAN.

*Grain Dealers Journal:* In July, this year, we inspected at Kansas City, on the Kansas side, 129 cars of 2 oats, 87 cars of 3 and 2 cars of 4. In August, this year, we inspected 102 cars of No. 2, 156 cars of No. 3, 41 cars of No. 4 and 11 cars of no-grade; total inspections for July, 218; total inspections for August, 310; total since the first of July, 528 cars; all combining, two months, 231 cars of 2, 243 cars of 3, 43 cars of 4 and 11 cars of no-grade.

We have no separate record as to the new crop and of course part of this inspection is of the old crop, which is the only record I am able to furnish. Yours truly, J. W. Radford, Chief Inspector, Kansas City, Kan.

## I.E.T RAILROAD PAY FOR COOPERING.

*Grain Dealers Journal:* Why should we cooper cars at our own expense? Can we afford to have a man working half a day fixing up a car? Labor is high; any kind of man nowadays costs us \$2 per day.

Shouldn't the railroad companies furnish cars in good condition; isn't it their business to do so? The car is their property; it is up to them to keep it in repair. Shouldn't they pay for a man's time in fixing up a car?

The railroad companies are responsible for leakage. They furnish us cars too old to be properly coopered and the result is leakage.

I am going to put in bills for my man's time in coopering cars and I see no reason why I should not get a settlement, the claim certainly is just. I am of the opinion that this has never been tried before, but I am going after them. One or two men can not accomplish very much; but why don't the dealers get together and force the railroad companies either to furnish good cars or to pay for time lost getting cars in proper shape?

The Illinois Central does not furnish rails to dealers here. This may be a small item, but in the long run it figures up. I would like to hear from other dealers.—C. M. Mast, Mitchell, Ia.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### HOW TO USE GRAIN TESTER?

*Grain Dealers Journal:* Will readers of the Journal please state in this column the proper way to make a test of wheat, using a standard make of tester? I, along with many others, want to get right on the way to test wheat.—Will G. Reed, Amoret, Mo.

### MEANING OF "C.I.F."?

*Grain Dealers Journal:* Will the readers of the Journal please let us know what is the general meaning of the terms "C.I.F." as applied to shipments of grain. We have a case against a receiver to whom we sold good milling corn C.I.F. his city. Isn't it a fact that the supreme court has held that when grain is sold C.I.F. the shipper is not liable after he has put the grain in the car f.o.b. the shipping point, and has received a B/L covering the car and its contents?

Have there been any decisions of the supreme courts covering grain sold C.I.F.?—P. K.

### PROPER METHOD OF USING TESTING KETTLE.

*Grain Dealers Journal:* The proper method of filling grain testers and using them to ascertain the weight per bushel of any grain (which should be done after it is cleaned) is as follows: The testing kettle must be placed where is cannot be jarred or shaken. From scoop, bag or bin held two inches from the top of the kettle pour into the middle of same at a moderate speed until running over, then strike off the surplus grain in a zig-zag manner with the edge of the beam held horizontally on the top edges of the kettle.

To ascertain the percentage of dirt or foul seed in the grain; fill the kettle, set the poise at 100%, as indicated in the bottom row of figures, crowd the grain down and fill in until the scale balances with the poise set as stated. Then clean the grain by sieving it; after such cleaning place either the residue of the grain or the waste removed (either but not both) back into the kettle; move the poise to the point where the beam will just balance, when by reading on the bottom line of figures the percentage of the amount originally weighed, either of clear grain or waste, as the case may be, will be shown.

Should the grain be light, as in the case of oats, set the poise at 50% instead of 100%, fill the kettle as before, balancing 50%, and go thru the same process, but in reading the percentage, double the actual figuring and it will give the percentage of amount tested.

To ascertain the pounds per bushel, go through the same process, but in reading take the top figures on the beam.—Yours very truly, F. W. Eva, Chief Inspector, St. Paul, Minn.

The discount on durum wheat has increased until it is selling at about 25 cents under northern spring.



# Crop Reports

## Canada.

Winnipeg, Man.—Grain dealers on the annual tour of the Northwest Grain Dealers' Ass'n. report sufficient wheat standing to make 75,000,000 bus. if ripened before frost comes, or about three-fourths of last year's crop. Barley is a poor crop. Flax looks well on the Prince Albert line. Oats are very spotted, being short and thin in places, while in the Yorkton district are large areas that will yield 100 bus. per acre.

Montreal, Que.—Cereals, especially oats, have a good appearance. The crop, though late, will be generally good, if rust does not develop too much. Rust is already noticed in some places, for instance at Roberval, in the district of Montmagny, and also in the eastern townships. At Oka, oats are exceptionally fine, and the other cereals also have a good appearance. Near Quebec, cereals are late, and have suffered from rain. There is a good appearance in the Matapedia valley. In the LaBelle county some heavy damage has been done to the oats crop by a plague of grasshoppers. The farmers in many cases have not been able to leave the grain to ripen, and have cut it down for fodder.—Quebec Dept. of Agri.

Winnipeg, Man., Sept. 5.—The estimated crop yield of Manitoba, Saskatchewan and Alberta, on Sept. 1 is: Wheat, 5,013,544 acres at 16.4 bus. per acre, 82,222,000 bus.; oats, 2,373,030 acres at 36.9 bus. per acre, 87,565,000 bus.; barley, 663,933 acres at 28.1 bus. per acre, 18,654,000 bus.; flax, 105,050 acres at 12.5 bus. per acre, 1,313,125 bus.; wheat of old crop in farmers' hands to market, 800,000 bus.; oats of old crop in farmers' hands to market, 492,000 bus. The above estimate may be increased or decreased according to weather conditions prevailing from now on for harvesting, as a large proportion of the heaviest yielding crop is not yet ready to cut and will not be for eight or ten days. There has been considerable damage from frost in some districts already, but at the present time it is impossible to estimate the amount, but the general opinion is that it will not be a very large percentage.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

## Colorado.

Greeley, Colo.—The grain crop in this locality has been especially good this season, the yield running heavy, in some cases as high as 70 bus. per acre.—Mosher & Parker.

## Idaho.

Sweetwater, Idaho.—On account of rain, harvesting and threshing here has been delayed for the last week.—Peter Muench.

## Illinois.

Seatonville, Ill.—Oats yield was very light here this year, 8 to 30 bus. Where hail struck in July a machine threshed for 14 farmers an average yield of 31/3 bus. Corn in that locality is practically ruined. Corn backward, and much will be soft.—W. A. Seaton, agt. Illinois Grangers Co.

## Indiana.

Sweetsers, Ind.—Our wheat and oats crops are light; wheat 70 per cent; oats 60 per cent.—Baum & Co.

Union Mills, Ind.—Threshing is about all done, wheat yielding from 15 to 25 bus. of fine quality; oats from 15 to 25 bus. Corn will be a fair crop, if frost holds off for 10 days or two weeks.—Arden Hay.

Kokomo, Ind.—At a regular weekly meeting of some of the dealers in Kokomo at which Geo. C. Wood presided, a number of the dealers reported the corn fields fired and many fields spotted.—Bert A. Boyd, Indianapolis.

LaFayette, Ind.—This year's crop of oats has been the worst I have seen, and I have been in business twenty years. They have tested from 20 to 30 lbs. and have been damp and of poor quality. The corn prospect around here is not very good. Must have a late frost to save it. We will have a short crop all the way through.—Mr. Taylor, Crabbs, Reynolds, Taylor Co.

Indianapolis, Ind.—Too much wheat came in out of condition this year. The oats were a great disappointment to us. We have had big receipts at this market

and from a commission standpoint business has been exceedingly satisfactory. Would like to see National trade rules adopted. I intend to attend the National Grain Dealers' convention with my wife.—Bert A. Boyd.

## Iowa.

Osage, Ia.—Oats light, but will make over one-half crop, average from 15 to 30 bus. to the acre.—J. Hovelson.

Sumner, Ia.—Oats very light, averaging from 15 to 25 bus. to the acre. Corn crop about 40 per cent.—J. L. Schildbach, mgr. Webster Bros.

St. Ansgar, Ia.—Crops are light. Oats average from 23 to 24 bus. to the acre. Barley from 20 to 30 bus., and is a very uneven crop.—B. E. Colby.

Cedar Rapids, Ia.—Corn will be a fairly good crop in this and adjoining counties if frost keeps off till the latter part of the month.—H. Wetzel & Co.

Charles City, Ia.—I have been here forty-five years and I think this will be the poorest year we ever had in that time.—C. H. Lane, mgr. Farmers' Exchange Co.

Winthrop, Ia.—Oats very light, average from 20 to 22 bus. to the acre. Corn about one-half crop and the outcome of that all depends on weather.—John Reidy.

New Hampton, Ia.—Oats rather light. Will average about 20 bu. to the acre. Will have fair corn crop if we have favorable weather.—P. H. Brannon, mgr. E. R. Dibble Co.

Mitchell, Ia.—Crops are fair. Oats rather light, but making it all around we will have as near an average crop as anywhere in the state. Some oats test 28 lbs. Oats average about 23 bus. to the acre.—C. M. Mast.

Fredericksburg, Ia.—Oats very light, test 18 to 25 lbs. to bu., and average from 15 to 25 bus. to the acre. Barley averages from 20 to 30 bus. to the acre. Flax, 8 bus. to the acre. We will not have one-half corn crop.—G. W. Richardson, mgr., Kunz Grain Co.

## Michigan.

Lansing, Mich.—The average estimated yield of wheat in the state, southern and northern counties, is 14 and in the central counties 13 bus. per acre. The quality as compared with an average per cent in the state and southern counties is 84, in the central counties 82 and in the northern counties 86. The per cent of wheat of the crop of 1906 still in farmers' hands in the state, southern and central counties, is 3 and in the northern counties none. The estimated average yield of oats is 21 bus. per acre. The quality as compared with an average per cent in the southern counties is 84, in the central and northern counties 75 and in the State 80. The estimated average yield of rye in the State, southern and northern counties is 14 and in the central counties 13 bus. per acre. The condition of corn compared with an average per cent in the southern and central counties is 77, in the northern counties 81 and in the State 78. The condition of beans compared with an average per cent in the State and southern counties is 82, in the central counties 78 and in the northern counties 88.—Geo. A. Prescott, Secy. of State.

## Kansas.

Burns, Kans.—Crop of oats is a failure. Wheat about half a crop. Corn half, dry weather is the cause, after a cold and late spring. Kafir corn bids fair for a big crop.—J. C. Lilley & Co.

Augusta, Kan.—Wheat all threshed, yield about 10 bus., mostly being held for higher prices. Corn practically made, about 75% of a crop; feeders use it all at Kansas City price. Oats entire failure. Kafir corn looking well, ready for shipping Oct. 15 to 30; acreage this year according to assessors report 34,000, last year 38,000, or 20,000 acres more than any county in the state. We shipped last year 46,000 bus. from this place.—J. C. Haines & Co.

## Minnesota.

Alden, Minn.—Wheat averaging about 12 bus. to the acre. Barley about 20 bus. to the acre.—H. E. Case, mgr. W. W. Cargill Co.

Beardsley, Minn.—Crops are good in this locality. Wheat is turning out from 12 to 20 bus. to the acre, and barley is a good crop.—F. J. Reynolds.

Delavan, Minn.—Oats very light, averaging about 20 to 25 bus. to the acre. Wheat about 9 to 10 bus. per acre. Barley about 25 bus. per acre.—W. M. Adams.

Easton, Minn.—Wheat averages about 10 bus. to the acre. Oats about 25 bus. to the acre. Barley is a good crop, averaging about 30 bus. to the acre.—Geo. Scheid.

Springfield, Minn.—Oats are light and will make about 1/2 crop. Wheat averages about 5 bus. per acre, barley about 30 bus. per acre.—E. J. Prah, mgr. Bingham Bros.

Butterfield, Minn.—Oats average from 25 to 30 bus. per acre. Barley is a good crop but poor quality. Flax is averaging about 12 bus. per acre.—L. Luikens, mgr. Plymouth Elev. Co.

Madella, Minn.—Crops are poor. Oats are light and average from 20 to 35 bus. per acre. Wheat averages from 12 to 14 bus. to the acre.—T. A. Tollerson, mgr. Hubbard & Palmer.

Sleepyeye, Minn.—Crops are poor. Oats will average about 20 bus. and test 20 lbs. Wheat averages about 7 bus. to the acre. Rye is fair crop.—C. P. Cutting, mgr. Farmers Warehouse Assn.

Vernon Center, Minn.—Wheat averaging from 8 to 14 bus. to the acre; oats from 15 to 30 bus. to the acre; barley 20 to 30 bus.; flax about 10 bus.—G. A. Slater, mgr. C. S. Christensen & Co.

Mankato, Minn.—I think this is the poorest crop we had in fifteen years. Oats are very light and average about 25 bus. per acre. Wheat about 10 bus. to the acre.—D. A. Little, mgr. W. V. Cargill Co.

Winnabago, Minn.—Oats average about 20 bus. to the acre; wheat from 10 to 12 bus.; barley about 35 bus. Will have a good crop of corn if weather favors us.—W. P. Olliger, mgr. Hubbard & Palmer.

Albert Lea, Minn.—Oats rather light, average from 17 to 30 bus. to the acre. Barley averaging from 15 to 25 bus. to the acre. Wheat about 12 bus. to the acre.—A. C. Sorenson, mgr. W. W. Cargill Co.

Sanborn, Minn.—Oats are light and average from 20 to 25 bus. per acre. Wheat from 6 to 8 bus. per acre. Barley from 20 to 25 bus. per acre. Flax about 10 bus. per acre.—G. C. Bartholomew, mgr. G. W. Van Dusen & Co.

Comfrey, Minn.—Oats light, test from 20 to 27 lbs. to the bu., average about 25 bus. to the acre. Wheat averages about 5 bus. to the acre. What flax we have is good. Barley averages about 20 bus.—F. W. Blackman, mgr. Western Elevator Co.

Butterfield, Minn.—If weather holds out favorably we will have a better crop of corn than we ever had in the past. Oats are light and average from 20 to 30 bus. per acre. Wheat is of fair quality and averaging about 13 bus. per acre.—K. X.

Marna, Minn.—Harvesting is done, and threshing begun. Crops are only fair, light in yield and quality about 25 bus. to the acre. Wheat grade No. 3 average 8 to 10 bus. to the acre. Barley fair, average 20 bus. to the acre. Corn is doing fine, needs all September to mature.—James M. Brown, agt. Western Eltr. Co.

Sanborn, Minn.—I have been buying grain at this station for 25 years and the outlook for this year's crop is the poorest in all that time. This section of the country is fine for wheat growing. In 1891 our wheat averaged 25 bus. per acre, but in the last few years the weather has knocked us out.—E. P. Dotson, mgr. Atlas Elevator Co.

Sleepyeye, Minn.—Crops are about fair. Some nice wheat and some no good. Wheat will average about 10 bus. per acre and a part will grade No. 1. Oats pretty light, averages from 20 to 25 bus. per acre. Barley is a good crop. Flax averages about 10 bus. per acre. Rye is a good crop.—A. Krienke, mgr. Western Elevator Co.

Minneapolis, Minn.—Wheat harvest is about completed to the international line and the quality will apparently average much better than for some years past. This is more true of Minnesota and South Dakota than of North Dakota. We believe from as careful investigation as circumstances will permit that the three States have produced about 180,000,000 bus. of wheat of which perhaps 30,000,000 bus. is durum. Some fields of late oats are still uncut in North Dakota, but the oats harvest is practically completed and it has proven an extremely spotted crop. Not to exceed 30 per cent of the yield is good, heavy quality. As stated in one of our previous letters, the oats crop suffered this year from some trouble not understood and the quality is very generally light and spotted. The total yield of the three states is probably less than in 1906. Barley harvest has been completed and much of the crop has been threshed. The quality is much superior to that produced in 1906, both as to mellowness and color, and we think the yield exceeds that of last year. Flax cutting has been in progress for two weeks, but will probably not be completed

for another two weeks. Tho there has been no flax threshed, we still look for the largest crop ever harvested in Minnesota and the Dakotas. The frosts of two weeks ago caused some damage to late flax in North Dakota—how much, it will be impossible to determine until the crop is threshed, but we believe the damage to be quite small, as most of the crop was already in the boll. There was also small frost damage to late wheat in parts of North Dakota. Corn continues to make excellent growth, but it will require at least three weeks more of good weather to mature all of the crop.—The Van Dusen-Harrington Co.

## New York.

Dover Furnace, N. Y.—Very dry weather and the corn crop is poor.—W. B. Cutler.

Buffalo, N. Y.—New York State wheat is a much more uncertain crop than it was last year and may not be any larger. It comes in very fine sometimes, but often as uneven and soft as one can imagine. Farmers are not selling it freely, all seeming to take the cue of a local dealer, who says it will bring \$1.25 yet. It does not look as tho the State corn crop would amount to much, as August was so cool that it did not recover from the late start. Some are saying that it will be good enough for silage and so its feed value is not much impaired, but the fact is the silo is not as numerous as it ought to be, and it now looks as tho the State farmer and feeder would be as dependent on the west for feed as ever, tho the hay crop was a fair one.—J. C.

## North Dakota.

Mercer, N. D.—Grain has been damaged by frost out here. Wheat grades mostly No. 2 and No. 3.—H. C. Wirst, agt. Andrews & Gage.

Douglas, N. D.—The flax crop will not be as good as expected on account of not having any rain in the middle of July.—Wm. J. Peterson, agt. The Lyon Eltr. Co.

Kensal, N. D.—The wheat crop will average 10 bus. to the acre and barley 15 bus. Crops looked much better before threshing, but the yield will be small and of poor quality.—J. E. Williams.

McVillie, N. D.—Harvest is well under way and threshing will be in full blast by Sept. 9. This section of Nelson Co. is blessed with a fairly good crop, above the average, as the frost has done but little damage, and hail has missed us so far this year.—Harry M. Case, secy. and mgr. the Olsgard Eltr. Co.

## Ohio.

Toledo, O.—Reports from the surrounding territory indicate that corn will be beyond the reach of injury from frost within two weeks, and that the yield will be from 85% to 90% of a full crop. Oats show a yield of about half crop, while wheat was not a large yield but of fair quality.—S.

## Pennsylvania.

Philadelphia, Pa.—Corn and buckwheat in some sections of this state are reported in an unfavorable condition, owing to the lack of rain.—S. R. E.

Pittsburg, Pa.—I have just returned from a trip in the mountains of Maryland and all through that state and the eastern part of Pennsylvania the oats crop is phenomenal. A great many of the oats are not yet cut but the quality is fine and the yield will be heavy. The acreage also is larger there than ever before. The pastures are excellent.—John R. Johnson.

## South Dakota.

Presho, S. D.—Grain is very fine here. Wheat grading No. 1, and oats are excellent, weighing 34 and 36 lbs. per bu.—A. L. Fahrwald.

Rowena, S. D.—The quality of oats and barley in this section this season is not up to the year previous. Prospects are corn will not be over two-thirds of a crop.—Agt. Western Eltr. Co.

Rowena, S. D.—Oats light in weight, and small in yield to the acre. Barley fairly good, but small acreage. Wheat will grade mostly No. 3. Not much threshing done yet.—Agt. G. H. Perry.

## Tennessee.

Nashville, Tenn.—About 75 per cent of the Tennessee wheat crop has reached the mills. The crop this season was only about 60 per cent of an average yield but is of good quality and has been bringing an average of 88 cents at Nashville mills.

Practically no wheat has been shipped from the state local mills consuming it readily.—W.

## Washington.

Seattle, Wash.—State Grain Inspector Arrasmith on his recent return from a tour of the wheat belt states that the wet has done no damage to the crop. The only effect of the heavy rains was to delay threshing. "We have had, just about all the rain the crop will bear." The grain in the shock was too wet to thresh and the headers and combined harvesters could not be run thru the fields.

## Wisconsin.

Kaukauna, Wis.—Grain crops in this section are about half what they were last year, also the hay crop.—A. L. Wirtz.

Juda, Wis.—Threshing is in progress and oats are running rather light, but of fair quality. Barley is fair to good in yield and quality. With 4 weeks of good weather corn will be out of the way of frost.—Juda Lumber & Fuel Co.

Kilbourn, Wis.—Rye is of a good quality, but yield is rather light. Oats about one-half crop. Corn is very late, unless we have favorable weather for next two weeks the crop will be light. Buckwheat is well filled, but small acreage.—I. W. York & Co.

## Government Crop Report.

Washington, D. C., Sept. 10.—The crop estimating board of the Dept. of Agri. reports the condition of spring wheat at time of harvest to have been 77.1; com-

pared with 79.4 on Aug. 1, 83.4 at time of harvest last year, 87.8 two years ago and 66.2 in 1904.

The condition of oats when harvested was 65.5; against 75.6 on Aug. 1; 81.9 Sept. 1, 1906; 90.3 on Sept. 1, 1905, and a 10-year average of 82.6.

Corn showed a condition of 80.2 on Sept. 1, 1907; compared with 82.8 on Aug. 1; 90.5 on Sept. 1, last year; 89.5 two years ago and a 10-year average of 81.

## Imports and Exports of Rice Rice Flour, Rice Meal and Broken Rice.

Imports of rice, rice flour, rice meal and broken rice for the 12 months prior to July 1, 1907, have been 209,603,190 lbs.; against 166,547,957 lbs. for the corresponding months of 1905-06.

Exports of rice, rice flour, rice meal and broken rice for the 12 months prior to July 1, 1907, have been 32,174,371 lbs. of domestic and 7,801,533 lbs. of foreign origin; against 38,142,103 lbs. of domestic and 11,166,017 lbs. of foreign origin for the corresponding months of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Hotel Sinton, Cincinnati, Ohio.



Headquarters Eleventh Annual Convention Grain Dealers National Ass'n., Oct. 2-3.



**Collins' Elevator at Garrett, Ill.**

The owner of the elevator illustrated herewith declares it is as neat, clean and modern as the best kept place in Illinois. Judging from the exterior appearance it is safe to assume that his judgment is as reliable as his pride is high. The general view shows the office from which a covered driveway, twelve feet wide, leads to the elevator proper, where all grain is dumped. To the right of the elevator is a little brick engine house, and across the driveway is shown a portion of the roof and end of a large corn crib. To the left of the elevator is a storage annex.

The elevator is a studded structure, 30x36 ft. long and wide, 40 ft. high, covered with corrugated iron. It has 8 hoppers with a total capacity of 25,000 bus. The annex will hold 10,000 bus. and the ear corn crib 12,000 bus., making a total storage capacity of 47,000 bus.

It is equipped with a Union Iron Works Shaker Cleaner, Richardson Automatic Scale, 25 h. p. Fairbanks Morse Gas Engine, Turn Head, operated from working floor, two eight-inch flexible loading spouts, dump and two elevator legs, 7x14. The power is transmitted to the machinery and legs from engine room by rope transmission with friction clutch sheave on main shaft. All tanks and boots are steel.

The Automatic Scale is situated under a 1,500-bu. hoppers bin, and over a 100-bu. hopper bin, so that all grain from the eight different storage bins may be drawn directly into the garner, thru the scale into small bin that feeds elevator leg, thence to top of cupola and out thru the flexible loading spout into car. The fall is great enough to load any sized car to the roof.

The large crib is equipped with an ear corn elevator and is conveniently connected with the main building. The engine room is made of brick, with a concrete floor and is kept as clean as a show room. The engine is equipped with friction clutch. Water is forced thru the water jacket by a tubular well shown at side of building, and is conducted away by a tile drain.

While the structure cannot be said to be strictly fireproof, it is practically so, for the owner takes great pride in keeping the premises free from inflammable debris.

J. E. Collins is a member and director of the Illinois Grain Dealers Ass'n and has always been foremost in his efforts to promote good will and harmony among his fellow dealers.

## Seeds

Smalley & Co. have succeeded the Berg & Smalley Seed Co., of McPherson, Kan.

Three bags of new clover were received at Toledo Sept. 7 and were graded No. 2.

Clover seed is well filled but the acreage is small, write I. W. York & Co., Kilbourn, Wis.

The W. S. Davis Seed Co. is remodeling its building at Stewartville, Minn., into a seed house.

The Tucker Seed House of Carthage, Mo., has bot the fixtures and stock of the Parsons Seed Co.

The foundation has been completed for the new building of the F. B. Mills Seed Co. at Washington, Ia.

Timothy seed will be a big crop and of good quality with us this year.—Samuel Franks, Millersburg, O.

New York imports of cloverseed for the week ending Sept. 7 were 1,699 bags and the exports 329 bags.

We have sold more alfalfa the past season than in all preceding years combined.—E. J. Norton, Greenfield, O.

Clover seed will be extremely scarce thruout Ohio. Reports from various sections show almost a total failure.—H. S.

Rogers Bros. have installed new machinery in their seed elevator at Alpena, Mich., and began operation about Sept. 1.

The first car of new timothy seed was received at Chicago Aug. 22 from Missouri, nearly three weeks later than usual.

Ohio crop of clover seed last year was 145,735 bus., according to the official report just issued. In 1905 it was 266,000 bus.

A big deal in blue grass seed was closed recently by which a syndicate composed of J. S. Wilson and E. F. Spears & Son of Paris, Ky., and D. S. Gay of

Winchester, Ky., got possession of 70,000 bus. of Kentucky blue grass seed.

The government crop report of Sept. 10 will estimate the acreage of clover standing for seed and the production of blue grass seed.

Several prosecutions under the new seed control act of the Dominion of Canada have recently been begun in the province of Ontario.

An Omaha firm has written the Nebraska railroad commission inquiring whether pop-corn was overlooked in reducing the rate on grains.

Read the decision of the Supreme Court of New York on adulteration of alfalfa with trefoil, reported in "Supreme Decisions" column this number.

The prospect for the clover seed crop in Kentucky is reported by Hubert Vreeland, commissioner of agriculture, to have been 80 per cent on Aug. 1.

"Seed bags at Toledo now are valued at 23c for Starks and like quality and 21c for American and like quality, the value of damaged bags being fixed by the seed inspector.

Clover seed for the October delivery at Toledo made new high records by advancing above \$10 last month. From the high point of \$10.35 there has been a break to \$9.25.

The "Texas Seed Breeding Farm" was organized at Sherman, Tex., recently, to improve all the old sorts of seed in use in Texas. John S. Kerr is president and A. M. Ferguson, manager.

The Northern Seed Co., of Valley City, N. D., is having a church building remodeled into a seed corn drying room with a capacity for 2,000 bus. The drying room will be 50x70 ft.

The Woodland Seed & Floral Co. has been incorporated at Seattle, Wash. The capital stock is \$12,000, and the incorporators are Alfred Peterson, E. Marriott, J. Anthon and A. L. Abling.

All clover of good quality we run thru our cleaner, and if we find much seed in the screenings we ship it with dirty seed of inferior quality after running the mixture thru the cleaner.—O. J. B.

Erection of the new building for the South Dakota Improved Seed Co., at Mitchell, S. D., has been postponed until next summer, and the business this season will be conducted in rented quarters.

The J. E. Wing & Bros. Seed Co. has just completed a very up-to-date elevator at Mechanicsburg, O., for the handling of seeds. A hot water heating plant is being installed to heat the germinating room, and the power is electricity. Alfalfa is being grown extensively in this section, and last season the company sold about \$30,000 worth of the seed.—O.

Clover seed showed great strength this week. The market was given substantial support resulting in an advance of about \$1.00 from low point; that is, for October. At Toledo there was nothing new in the way of gossip, but a letter from a Hamburg correspondent dated Aug. 26th said that red clover was very firm, and that they now think prices will rule rather high; also stating that nearly all producing districts complain of the out-turn of the new crop, some of rains, others about dryness. A few October shorts tried to cover and found very little for sale until the price got to near \$10.00. With October ruling at such a big premium over the other months it looks as if the people who sold it would have hard work to fill their sales, unless later



J. E. Collins' Elevator at Garrett, Ill.

developments show more Prime than expected.—J. F. Zahm & Co.

Hamburg, Germany.—Prospects for alfalfa are good so far. Old stocks of alfalfa are nearly exhausted and stocks of red clover very small. In consequence of the high rates in Toledo and influenced through continued orders from your country prices have been advanced a little on our side. The first samples of new white clover have been in our market. Qualities quite different; sometimes is the color good and sometimes mixed with alsyke. The prospects for the timothy crop in Europe are not favorable.—F. Wegner.

October clover seed at Toledo is like September oats in Chicago. Leading long is stubborn and liable to be until new prime arrives and he gets a fair amount of it. He has a large paper profit, has been in luck on grain and expects twelve-dollar seed. He has been disappointed before. October shorts may have to buy of him, but the foreigners will have a chance to ship in to fill the distant futures. Present prices are high enough to attract in from everywhere. There is seldom any new seed received here until the last half of September, and the season is late.—C. A. King & Co.

Imports of clover seed during June were 1,012,419 lbs. Imports for the 12 months prior to July 1 were 22,849,115, lbs., valued at \$2,385,734. Exports of grass seeds during the 12 months prior to July 1 included 3,989,798 lbs. of clover seed, 18,616,834 lbs. of timothy seed, other grass seed valued at \$397,493 and 6,336,310 bus. of flaxseed; compared with 2,265,760 lbs. clover seed, 11,247,080 lbs. timothy seed, other grass seed valued at \$217,995, and 5,988,519 bus. of flaxseed, during the corresponding 12 months of 1905-6, as reported by O. P. Austin, chief of the Bureau of Statistics. During the 12 months prior to July 1 we re-exported 30,000 lbs. of the foreign clover seed.

C. Bosley Littig of Baltimore, Md., has observed dodder on his own farm at Van Bibber, and believes that the pest is becoming common in sections of Maryland and Pennsylvania. Mr. Littig says: "The occurrence of dodder in this year's clover crop is believed to be due to the use of imported clover seed, there having been little domestic seed available last spring. The seeds of the dodder are small and round varying in color from dark brown to ashy gray. The surface of the seed is finely roughened and makes it look remarkably like particles of clay. No laws exist restricting the sale of dodder, and as it is therefore necessary for the farmer to examine carefully his clover seed before buying, under no circumstances should he be tempted to sow clover containing the smallest percentage of dodder. If he cannot identify the seed he should take advantage of the Government seed-testing laboratory of the Department of Agriculture, at Washington, to which anyone may send a sample of seed for analysis."

Crops in Manchuria, China, are badly injured on account of drouth, reports Consul Fisher at Harbin.

We thank the Grain Dealers Journal for sending us the letter written by the finder of our bunch of keys. We felt absolutely confident the lost keys would speedily be found, as we knew that the little name plate which we owed to the Journal's courtesy would find us out.—Mercantile Grain Co., Houston, Tex.

## Cincinnati's Grain Trade.

Since Cincinnati, O., is to be the meeting place of hundreds of grain dealers in October, a great many shippers are asking and thinking about it as a grain centre. What is Cincinnati? It's a city of a half a million souls bounded by the Ohio river on the South and hills in every other direction. These hills give one a prominent view of the surrounding country when at their pinnacle, but they hamper the grain business to some extent for they confine the ingress and egress of railroads to certain trails. Since the roads have not yet accepted the proposition of tunneling the hills, the terminals are therefore often congested and this hampers business. The business men of the city have determined to overcome this, however, and are planning to build a belt line, which when completed will obviate the present situation. Cincinnati also needs some terminal elevators. The Big Four elevator, which is now entirely operated by Early & Daniels, is not sufficient transfer facility for this large market, notwithstanding the fact the elevator under its present handling is operated to better advantage than ever before.

Like some other markets Cincinnati is the "gateway to the south." It has a perfect right to claim this distinction, for it sends grain into West Virginia, Kentucky, Tennessee, the Carolinas and other states in immense quantities and can do it cheaper than other "gateways" further west.

Cincinnati also "dreams dreams and sees visions." For instance, it says that when the Deep Water Way Commission appointed by the government succeeds in securing legislation that will make the Ohio and Mississippi navigable and the Panama canal is finished, it will then be the natural outlet for grain from the middle west to the western Pacific coast and the Orient.

But Cincinnati is already a great market. Grain receipts last year exclusive of transit movement aggregated 20,000,000 bushels, or the receipts gained 22% over the general average. The shipment exclusive of transit movement was over 13,000,000 bus.

The grain men who are members of the Chamber of Commerce are progres-

sive and will all of them heartily endeavor to "show the grain dealers a good time."

## Scooping Grain to the Elevator Leg.

Altho manual labor has been almost entirely superseded by mechanical devices in the handling of grain ashore, the sturdy grain scooper still holds his job aboard ship.

When Joseph Dart placed in operation the first marine leg at Buffalo in 1842 men were sent down into the hold of the boat to scoop the grain toward the endless chain of rising buckets. And they have been going down ever since.

Simple as it seems the work of scooping grain in the hold of a steamer is by no means as easy as shoveling snow off the sidewalk. After a very brief experience the would-be scooper who has not the great physical strength and endurance required quits with a lively recollection of the dust and dirt. Those who are able and willing to endure the strenuous labor have organized unions and work under boss scopers, their wages being the subject of annual agreement with the vesselowners ass'n.

In the engraving herewith is represented a gang of sixteen scopers cleaning up the grain around one of the marine legs, which is seen in an inclined position at the left. With polished shovel in hand the scopers pose for the photographer with unstudied grace. In the background is seen one of the power shovels.

The power shovel is pulled back from the elevator leg by hand, sunk into the grain and then drawn with its load of grain toward the leg by ropes running over pulleys up into the elevator building. Some of the shovels are equipped with a pneumatic hose having a valve at the hand of the shovel man to give him control of the winding and unwinding of the rope in the elevator.

In the newer steel ships unloading is made easier by giving the bottom of the hold somewhat of a hopper shape so that the grain flows naturally toward the elevating leg. Attempts have also been made to do away with the costly scooping by elevating the grain thru pipes by air suction; but no suction elevators are in use on the Great Lakes.



Cargo Hold of Lake Steamer; Cleaning Up Grain Around Elevator Leg.



### Will Attend The National Ass'n Meeting.

Members of the trade who contemplate attending the eleventh annual meeting of the Grain Dealers National Ass'n in Cincinnati, O., Oct. 2-3, should send us their names that we may publish them on the Ass'n page between now and the meeting, and so notify friends and customers in the trade who may be induced thereby to attend in hope of meeting them. Let us hear from you if you intend to attend.

The following have already expressed a determination to be there:

E. M. Wayne, Delevan, Ill.  
 Edwin Beggs, Ashland, Ill.  
 J. C. Collins, Garrett, Ill.  
 A. R. Sawers, Chicago, Ill.  
 S. W. Strong, Pontiac, Ill.  
 H. I. Baldwin, Decatur, Ill.  
 A. E. Reynolds, Crawfordsville, Ind.  
 Tom Morrisson, Kokomo, Ind.  
 C. G. Egly, Berne, Ind.  
 E. M. Wasmuth, Roanoke, Ind.  
 J. D. Sale, Bluffton, Ind.  
 F. E. Goodrich, Winchester, Iz.  
 Fred Mayer, Toledo, O.  
 C. B. Jenkins, Marion, O.  
 J. W. McCord, Columbus, O.  
 H. S. Grimes, Portsmouth, O.  
 E. J. Norton, Greenfield, O.  
 F. D. Austin, Chicago, Ill.  
 F. A. Paddleford, Chicago, Ill.  
 Edw. Andrews, Chicago, Ill.  
 Mr. and Mrs. A. R. Sawers, Chicago.  
 H. A. Foss, Board of Trade Weighmaster, Chicago.  
 A. E. Schuyler, Ass't Weighmaster, Chicago.  
 A. Gerstenberg, Chicago.  
 Mr. and Mrs. W. E. Shelden, Jackson, Mich.  
 W. S. Washer, Atchison, Kan.  
 Edmund E. Delp, Philadelphia, Pa.  
 Charles England, Baltimore, Md.  
 Chas. E. Groce, Circleville, O.  
 C. A. McCotter, Indianapolis, Ind.  
 H. H. Newell, Chicago.  
 LaVerne A. Lewellyn, Chicago, Ill.  
 W. P. Anderson, Chicago, Ill.  
 A. G. Tyng, Peoria, Ill.  
 H. N. Knight, Monticello, Ill.  
 H. I. Baldwin, Decatur, Ill.  
 R. C. Baldwin, Bloomington, Ill.  
 L. T. Hutchins, Sheldon, Ill.  
 P. C. Kamm, Milwaukee, Wis.  
 Jeff Ray, Rockport, Ind.  
 J. J. Overmeyer, Kouts, Ind.  
 J. C. Batchelor, Sharpsville, Ind.  
 Edw. H. Young, Evansville, Ind.  
 J. L. Schalk, Anderson, Ind.  
 G. H. Lewis, Lawrenceburg, Ind.  
 B. R. McElwain, Lawrenceburg, Ind.  
 Geo. L. Arnold, Bluffton, Ind.  
 O. J. Thompson, Kokomo, Ind.  
 Abe Martin, Sharpsville, Ind.  
 R. Hutchinson, Arlington, Ind.  
 E. Hutchinson, Arlington, Ind.  
 J. S. Dewey, Blanchester, O.  
 E. W. Seeds, Columbus, O.  
 J. L. Doering, Antwerp, O.  
 T. B. Marshall, Sidney, O.  
 J. W. Burk, Springfield, O.  
 C. N. Adlard, Piqua, O.  
 C. O. Barnhouse, Agosta, O.  
 A. B. Beverstock, Lexington, O.  
 C. B. Herr, Troy, O.  
 G. W. Lamb, Hooker, O.  
 Mr. and Mrs. B. A. Boyd, Indianapolis.  
 J. M. Brafford, Indianapolis.  
 Wm. B. Wells, Indianapolis.  
 J. T. Gehring, Indianapolis.  
 C. B. Riley, Rushville, Ind.  
 Philip Geidel, Pittsburg, Pa.

R. A. Sheets, Pittsburg, Pa.  
 H. G. Morgan, Pittsburg, Pa.  
 J. A. A. Geidel, Pittsburg, Pa.



W. A. Bennett, Cincinnati, O.  
 Pres. Chamber of Commerce.

Edward May, Pittsburg, Pa.  
 R. S. Martin, Pittsburg, Pa.  
 C. A. Foster, Pittsburg, Pa.  
 John A. Rice, Frankfort, Ind.  
 E. H. Reynolds, Sterling, Ill.  
 Joseph Gregg Jr., Atlanta, Ga.  
 Mr. and Mrs. Fred Mayer, Toledo, O.  
 Peter Van Leunen and daughter, Decatur, Ill.  
 W. B. Talbert, Lexington, Ky.  
 M. F. Crissman, Manchester, O.  
 Will you be there?  
 If so, tell us,  
 And we will tell everybody else.

Cincinnati receivers hold another meeting this afternoon to prepare for the entertainment of grain dealers who will visit that city during the annual convention of the Grain Dealers National Ass'n Oct. 2-3.

### To Members of the Grain Trade.

We the undersigned Grain Dealers of Cincinnati, O., hereby send cordial greetings to the members of the grain trade everywhere, and invite them to visit our city upon the occasion of the Eleventh Annual Meeting of the Grain Dealers National Association, October 2 and 3, 1907:

W. A. Bennett, pres., Chamber of Commerce.

C. B. Murray, Supt. Chamber of Commerce.

The Gale Bros. Co.

The Union Grain & Hay Co., W. W. Granger, mgr.

The Early & Daniel Co.

Standard Hay & Grain Co.

Allen & Munson.

The Cincinnati Grain Co.

The VanLeunen Co.

Homer Chisman.

Frank Vreth.

S. R. Voorhees & Co.

Ellis & Fleming.

Collins & Co.

The Interstate Grain Co., A. B. Taylor, Pres.

### Entertainment Committee.

The Cincinnati Com'te on Badges and Entertainment consists of Dr. A. Zeckendorf, W. W. Granger, L. B. Daniels, C. E. Van Leunen, Jos. F. Costello, A. C. Taylor, Fr. R. Maguire, F. F. Collins, B. F. Kyle, W. R. McQuillan, W. A. Bennett, P. M. Gale, J. E. Collins, Jr., J. W. Ellis, A. C. Gale, Chas. Schmidt, August Ferger, Alfred Gowling, John De Mollet, James A. Loudon, Wm. Stueve.

A Publicity Committee has also been appointed. It consists of H. Lee Early, Chairman; W. W. Granger, J. W. Ellis, Alfred Gowling, James A. Loudon.

The Sinton Hotel is one of the finest and best equipped hotels in America. It is absolutely fireproof, has 400 rooms, over 250 containing private baths, and all arranged en suite. The rates are \$2.00 per day and upwards, \$2.50 and upwards with bath, one dollar additional being charged for two persons in the rooms.



Cincinnati Chamber of Commerce Building. Across the Street from Hotel Sinton.



## Reduced Fares.

Secy Courier has issued the following circular regarding fares to the Annual Meeting:

### CENTRAL PASSENGER ASSOCIATION.

Two cents a mile in each direction from Central Passenger Association Territory, to be effective via all routes over which short line one way fares regularly apply from starting point to Cincinnati; selling tickets of Standard form 1-A on Sept. 30 and Oct. 1st, return limit Oct. 5th, 1907.

### WESTERN PASSENGER ASSOCIATION.

Summer Tourist fares in effect to Chicago, Peoria and St. Louis, from a large part of the territory covered by the Western Passenger Association, at the time of the convention, will be on the basis of two cents a mile each way; therefore if delegates will purchase Tourist tickets to those points and then re-buy at the reduced fares authorized therefrom, they will secure a rate of practically one and a third fare for the round trip, on the basis of the old rates. Summer Tourist tickets will be on sale to Chicago and St. Louis from points west of the Missouri River and east of and including Denver, Col., and Cheyenne, Wyo., at approximately fare and one third of the fares in effect February 1st, 1907.

### SOUTHWESTERN EXCURSION BUREAU.

The Summer Tourist rate in effect from all points in the Southwestern Excursion Bureau Territory to Cincinnati; is one and a third fare plus \$2.50 for the round trip; the exact rate in dollars and cents to be ascertained by delegates upon application to the local agent.

### SPECIAL TRAIN FROM CHICAGO.

The Big Four Railroad will run a train from Chicago especially for the convenience, comfort and pleasure of our delegates. This train will be known as the Grain Dealers Special, and will be made up of a Parlor Car, a Dining Car, and 78-foot Day Coaches with high-back seats. Leaving Chicago Thursday, Oct. 1, at 2:30 p. m., the Special will stop at Kankakee, La Fayette and Indianapolis for delegates wishing to take the train at those points. Fare from Chicago will be \$6.00. To engage passage on this train, write I. P. Spining, General Agent, 238 Clark Street, Chicago.

Delegates residing in the territories covered by the New England Trunk Line and Southeastern Passenger Associations, respectively, can, in a number of cases, secure reduced fares by purchasing tickets to the nearest point from which reductions are in effect—as above stated—and then rebuying to Cincinnati.

All sessions will be held in the Assembly Room on the ninth floor of Hotel Sinton.

## To the Grain Trade.

On behalf of the officers and members of the Grain Dealers National Association, it is my privilege and pleasure cordially to invite you to attend the Eleventh Annual Meeting of the organization, at the Hotel Sinton, Cincinnati, Ohio, October 2d and 3d, 1907.

Because of the central location of Cincinnati, the coming meeting promises to be largely attended by both the receiving and shipping interests, thus affording all those attending, a splendid opportunity to meet and mingle with representatives from all parts of the country, for the exchange of ideas and the formulation of plans for bettering trade conditions during the ensuing year.

The program will give you an idea of the scope of the convention. Because of the national interest now being manifested in the work of the Interstate Commerce Commission, we consider it a mark of special favor to have with us, Hon. Martin A. Knapp, Chairman of the Commission, whose long service and known conservatism, assures us that whatever he may have to say will be beneficial to all those whose privilege it may be to hear him.

Your special attention is called to the various committee reports, all of which will treat of topics of vital interest to every progressive grain dealer, who is desirous of improving conditions by adopting such reforms as discussion and careful consideration shall prove worthy of recommendation by the convention. The object of these Annual Meetings being to accomplish the greatest good for the greatest number, discussion on all questions will be open to members and non-members alike, and you are therefore urgently requested to attend the convention prepared to give the trade the benefit of your views.

Yours very respectfully,  
J. F. Courcier,  
Secretary.

Five Thousand postal cards are being supplied to members of the trade by Secy Courier in hope of learning who will attend the convention. If each card reports one person, you will never cease regretting that you stayed at home and missed the best convention the trade has ever held.



A. C. Gale, Cincinnati, O.  
Chairman Finance Committee.



## Toledo's Delegation

At a meeting of the directors of the Toledo Produce Exchange on Sept. 5, it was ordered that the President of the Exchange, Fred Mayer, appoint ten delegates to attend the annual meeting of the Grain Dealers National Ass'n in Cincinnati Oct. 2 and 3. Accordingly President Mayer has appointed the following: Chief Inspector E. H. Culver, W. W. Cummings, Harry Cuddeback, F. I. King, H. R. DeVore, H. L. Goemann, Chas. Knox, Jr., C. S. Coup, F. O. Paddock, F. W. Rundell.

## Baltimore Delegation.

Baltimore's delegation at the Annual Convention of the Grain Dealers Nat'l Ass'n promises to be a large one as the following have already expressed their determination to go: Chas. England, J. A. Manger, S. W. Pitt, Chas. A. Euler, John W. Snyder, W. Leroy Snyder and John M. Dennis.

## A Special from the East.

So many dealers are going to the Cincinnati Convention from the East some are talking of getting special cars from Boston, New York, Philadelphia and Baltimore to form an Eastern Special from Baltimore west.

The idea is a good one and it is to be hoped that some live dealer with time and energy will get behind it and PUSH.

## European Buyers Impatient.

European buyers of American grain evidently are not content to buy grain on American terms unless the dealers of the United States take steps to insure their receiving what the certificates call for, as is evidenced by the following letter:

London, Aug. 30, 1907.

John F. Courcier, Secretary,  
Grain Dealers National Ass'n.,  
Toledo, U. S. A.

Dear Sir: Referring to your letter received early in July, in which you informed me that you had forwarded to all the interested parties my communication re our suggestions for improvement of conditions of certificates, etc., and requesting you to send delegates here in September, I have been waiting for further news.

As, however, I have not only nothing further from you, but hear, on the contrary, that some of the principal shipping ports are disinclined to come into line with any suggestions for improvement, asserting that they believe European buyers are not only not really in earnest, but are prepared to trade on any terms offered.

I can assure you that this is quite a mistake, and I now write to ask if you will kindly cable us not later than Sept. 15, stating definitely if you can arrange to send delegates to meet us here in October (I shall endeavor to make date suit your convenience), as otherwise our committee will have to take active steps to secure the reforms required, and can no longer prolong the delay which has been given solely to assist you in getting the necessary solidarity on your side. I am, sir,

Yours truly,

(Signed) ROBERT A. PATTERSON,  
Chairman, International Committee on American Grain Certificates.



## Grain Trade News.

[Continued from Page 326.]

Allen, a cattle shipper, was awarded damages and penalties amounting to \$1,365 by the Texas Supreme Court; but the Texas & Pacific Railroad Co. has just recently appealed to the United States Supreme Court, so that this shipper has not yet succeeded in collecting the penalty.—X.

Houston, Tex.—Fire starting in a shed on Sept. 2 totally destroyed the large plant of the Standard Milling Co., including a new steel tank eltr. filled with wheat. The steel tank eltr. was 60 ft. high and almost as wide, and was divided inside into compartments, some of which were full of grain. The heat from the outside caused the grain to burn inside the tank, the compartments giving way and the grain gushing out. Loss, \$100,000; partly insured. It is believed the plant will be rebuilt.

Galveston, Tex.—Exports from Galveston during August were 213,038 bus. of wheat and 120,837 bus. of corn; compared with 1,800,400 bus. of wheat and no corn for the corresponding period of 1905-06. The total exports from Galveston for the crop year ending Aug. 31 have been 10,710,671 bus. of wheat and 4,341,671 bus. of corn; compared with 5,590,883 bus. of wheat and 11,299,009 bus. of corn for the corresponding period of 1905-06, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

## WASHINGTON.

Newport, Wash.—The Farmers Co-operative Co. is erecting a 60x80 ft. warehouse.

Rosalia, Wash.—Stone & Menli have bot the grain warehouse of Wilmer Dwyer.

Spokane, Wash.—The Ford Grain Co. has increased its capital stock from \$10,000 to \$20,000.

Farmington, Wash.—Hayfield Bros. are erecting a large grain warehouse to replace the one that collapsed last winter.

Fallon, Wash.—The Farmers Alliance warehouse recently burned with a loss of \$18,000, will be rebuilt at once.

Elberton, Wash.—W. N. Divine has bot one of the warehouses from the Pacific Coast Eltr. Co. He will use it for storing his grain and hay.

Pullman, Wash.—The state experiment station is said to have been successful in obtaining a hybrid of a white wheat and Little Club of great value.

Garfield, Wash.—The grain growers are objecting to the clause in the new wheat ticket releasing the railroads and the warehouses from liability for loss by fire.

Odessa, Wash.—J. H. Turner is having a 40x90 ft. addition built to the Farmers Warehouse Co.'s warehouse. This will give it a capacity of 125,000 bus., and it will be 40x230 ft.

Spokane, Wash.—Grain is being received at 25 new stations as a result of the traffic agreement between the Great Northern and the electric railways. Wheat growers in the Palouse country are hauling their crop to the warehouses as soon as harvested.

Seattle, Wash.—Farmers thruout the country are patronizing the independent dealers as they are all opposed to the trust warehouses since they have increased the storage rates 25c per ton. They also object to the release of loss on grain by fire or otherwise.—H. K.

Cheney, Wash.—The F. M. Martin Grain & Milling Co., incorporated, capital stock \$50,000; incorporators, F. M. Martin, C. D. Martin, J. K. Smith and Frank Cumming. The company has bot the site of the Cheney Flouring Mills, and will enlarge the mill and will engage in a general milling and grain business.

Olympia, Wash.—Contracts were let for 4,000 bales of jute for the prison bag factory Aug. 19. Ralli Bros., of Calcutta, were awarded the contract for 2,000 bales of red marks at \$21.65 per bale, while Balfour, Guthrie & Co. received a contract for 2,000 bales of black marks at \$18.40 per bale. In December the board of control paid \$27.65 for black marks.

Krupp, Wash.—The floor of the Everett Warehouse & Milling Co.'s warehouse has been removed and new flooring put in. The Krupp Warehouse Co., a company incorporated last spring, has been unable to get a site from the railway. The warehouse of McDonald & McBean, of Seattle, is being enlarged. The Farmers Grain & Supply Co., of Spokane, has started a platform and eltr.

Colfax, Wash.—A. M. Scott, district agent for the Interior Warehouse Co., states that his company has leased and will operate the warehouses on the Spokane & Inland at Rollins, no p. o.; Rosalia; Thornton; Cashup, no p. o.; Steptoe Sta. Whitman P. O.; Blackwell; Manning, no p. o.; and Colfax. These houses had been leased by another company, but they surrendered the lease.

## WISCONSIN.

Superior, Wis.—The Soo Road is planning to erect a large terminal eltr.

Rio, Wis.—Pierce Bros. bot the eltr. of John L. Caldwell on the C., M. & St. P.—Caldwell Bros., Lodi.

Eau Claire, Wis.—We sold our Lake-side Eltr. to the Western Securities Co., of St. Paul, Minn.—Southwestern Land Co.

Juda, Wis.—We have just installed a roller feed mill in our eltr. and will do all kinds of grinding.—Juda Lumber & Fuel Co.

Emerald, Wis.—P. B. Dunbar is agent for the Northern Grain Co. here, the company having transferred O. J. Amundson to Strum, Wis.

Belgium, Wis.—Nic Hubing has bot the eltr. of the Belgium Grain Co. He will manage it himself. I now represent the Northern Grain Co.—H. Servaes.

Howard Sta., Albertville P. O., Wis.—The McGuire Hay & Grain Co. is enlarging its eltr. The company will build a large shed for storing baled hay.

Milwaukee, Wis.—John Polzin, 27 years old, was caught in the shafting of the machinery of a grain eltr. and sustained a fracture of the right arm and numerous bruises about the head.

Superior, Wis.—J. R. Flaugher, who was for 25 years in the service of F. H. Peavey, at this place and Sioux City, Ia., died Aug. 27, aged 76 years. Four years ago he was retired on full pay by the Peavey interests.

Superior, Wis.—Two steel grain storage tanks are being erected by the Republic Eltr. Co. The tanks will be 65 ft. high and 45 ft. in diameter with storage for 200,000 bus. The Barnett & Record Co. is doing the work.

Baldwin, Wis.—The Baldwin, Rush City and Tydalen branches of the American Society of Equity have bot the eltr. of J. P. Larson & Co. and hay ware-

house of E. B. Heebink. The consideration for the eltr. was \$5,400 and \$700 for the hay warehouse. The name of the new company will be the Equity Produce Co., and it will be incorporated, with a capital stock of \$15,000. Following are the officers: Louis Crogan, pres.; C. J. Miller, secy.; John Snoyenbos, treas.

Milwaukee, Wis.—The health commissioner is threatening to close the feed factory of E. P. Mueller on account of the bad odors emanating from decaying grain. The machinery broke down in Mr. Mueller's plant and the brewery grain which he is under contract to receive from the Pabst, Blatz and Miller breweries accumulated, and, being wet, fermented and gave off a noxious smell. Mr. Mueller hopes to do away with the bad odors as soon as he completes the installation of new machinery costing \$8,000.

Milwaukee, Wis.—A fire was discovered at 12:30 o'clock, Aug. 31, in the old eltr. building occupied by the W. J. Armstrong Co., dealers in grain, and the Milwaukee Molasses Feed Co. The burning building was situated in the heart of the eltr. district. To the east of the building less than 20 ft. away was one of the largest eltrs. of the American Malting Co. The terrific heat started a fire in the eltr. of the malting plant which also was destroyed. J. M. Riebs, of the American Malting Co., said: "It is fortunate that the fire did not come at any other time of the year. At this season the stock of malt is at the lowest point. The eltr. was nearer being empty than it has been for years, and our loss on stock, therefore, will be light. The building is worth \$75,000, covered by insurance with the 80 per cent coinsurance clause. I have feared just such a fire for some time and have warned my neighbors of spontaneous combustion. I have been warned that the stock used in manufacturing molasses feed is liable to create spontaneous combustion and knew that the utmost precaution was necessary." The small eltr. occupied by the Armstrong Co. and feed company was leased from a man named Salsbury, while the larger one was owned by the American Malting Co. The loss of the Armstrong Co. is \$2,500; of the Molasses Feed Co., \$10,000. The warehouse of Philip Orth & Co. was damaged to the extent of \$4,000. The burned buildings will be rebuilt.

## MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$200.

Seidl & Dalton recently opened offices in the C. of C. and will engage in a shipping business.

All bids on oats now are on basis of a test weight and when this feature has been omitted from samples little in the line of firm bids can be done. Owing to the shortness of the crop and the supposed poor quality of what amount there is, this imposition has become a necessity.

Notwithstanding that local telegraph conditions are in a healthy state, it is apparent that the country proper is completely tied up as a result, which is proving quite a problem to dealers when making sales by wire and being unable to reach their shippers by telegraph. This condition is making itself rather uncomfortable, especially at this time with fluctuations in prices a possibility and with no assurance of sales "sticking" if market should decline, and no confirmation at hand.—Slits.

## Concrete Elevator at Keewatin, Ontario.

The possession of a magnificent water power has guaranteed the permanency of the milling industry at Keewatin, Ont., and warrants the construction of the most permanent type of grain storage in connection with mills. Accordingly the Lake of the Woods Milling Co. adopted reinforced concrete as the material for its new elevator, which was completed last spring.

The general plan of the elevator is well known in the engraving herewith. In the foreground is the 2-track concrete receiving shed, the cars running into the second story upon a trestle 25 ft. high. The three elevator legs are close to the receiving shed in the front of the elevator, above which is the cupola and conveyor gallery. The tanks are in three rows of four each.

Of the 12 tanks 7 are divided by partitions into 5 bins. Having as many as 12 sides makes the large tanks nearly circular and leaves 6 large interstices which are used for storage, as well as 8 small interstices on the outside. The tanks are 95 ft. deep, the structure being 52x123 feet and having a capacity of 750,000 bus.

The concrete walls of the cupola are 4 inches thick all around the conveyor gallery, and the walls of the grain tanks are uniformly 9 inches thick from top to bottom. The building is fireproof and has windows of wire glass in steel sash.

Space is economized by running the passenger lift between the up and down legs of one stand of elevators, and the spiral stairway between the legs of the other stand of cleaning elevators. Thru the middle tank runs the large unloading leg having 20x8 in. buckets. The distribution of grain in the front part of the building is by spout direct from the elevator heads, but the other bins are

filled from three conveyor belts 36 inches wide. Grain is drawn off in the basement by three 30-in. belts to a cross belt in the rear running to the flour mill.

Advantage was taken of the 25-ft. difference in the track and ground level to place two 1,500-bu. hopper scales directly under the track, so that grain can be weighed without the expense of elevating to cupola as is the practice in every other large terminal elevator. The mixing of wheat for the mill is done with a separate equipment including a 6,000 bu. capacity stand of elevators and a 500-bu. hopper scale. The mixed grain is conveyed to the mill, which has 15,000 bus. of storage.

Of the three turbine water wheels, aggregating 2,000 h. p., one drives a dynamo generating an alternating current for the electric induction motors in the elevator and the electric lamps. In the cupola one motor drives the two cleaner legs and another the unloading leg. In the basement is a motor to drive all the conveyor belts in the basement, and in the cleaner room over the track is another motor to drive the two Monitor Cleaners of the largest size. The car puller has an independent motor of variable speed hauling cars on each track in both directions.

The elevator was designed and erected by the Macdonald Engineering Co. The machinery was supplied by the Webster Mfg. Co. and the Skillin & Richards Mfg. Co.

Premature explosions in the gasoline engine sometimes are caused by a sharp projection in the cylinder becoming overheated and igniting the incoming gases. Carbon deposits in the grooves provided for piston rings, becoming ignited, will fire the incoming gas the instant the inlet valve opens, causing an explosion in the delivery pipes.

## The Coming Corn Exposition.

Arrangements have been perfected with the express companies whereby corn growers desiring to enter exhibits for the National Corn Exposition, to be held at Chicago Oct. 5 to 19, will be granted a reduced rate on their shipments. Full particulars can be obtained from nearest express company agent after Sept. 15. This is a matter of no small importance to exhibitors, as all prize entries must be shipped by express, prepaid.

Exhibition corn must be packed in a slatted crate. Never use a tight box, especially if the grain is not thoroughly dry and the weather happens to be damp, as there is danger of serious damage by molding and consequent ruining of the sample.

Wrap each ear separately in paper; newspaper will answer as well as any. Do not hesitate to put on three or four layers. Pack the ears tight in the box, then nail up and label with a card, secured from the Exposition management.

While the box must be strong, so there will be no danger of injury in handling, it must also be as light as possible so that the express charges will be the minimum.

Ship only by express, prepaid. Another important item is to ship a few more ears than is called for. This will give a complete sample, should some of the ears be injured in transit or become moldy. Each exhibit ear must be practically perfect. The kernels must all be in place, and the ear must show no injury in any part.

The premium list, showing over \$16,000 in cash prizes and over \$50,000 in special prizes, is being mailed to 250,000 corn growers.

Applications have been received from manufacturers of farm implements for space in the roomy Coliseum; but the management has decided that the immense building shall be reserved for exhibits of corn. An arrangement has been made to supply each visitor to the Corn Exposition with a ticket of admission to the farm implement exposition which will be held in another building known as the Casino. Another added attraction for the husbandman is the National Dairy Show, which will be held at the Stock Yards Oct. 10 to 19.

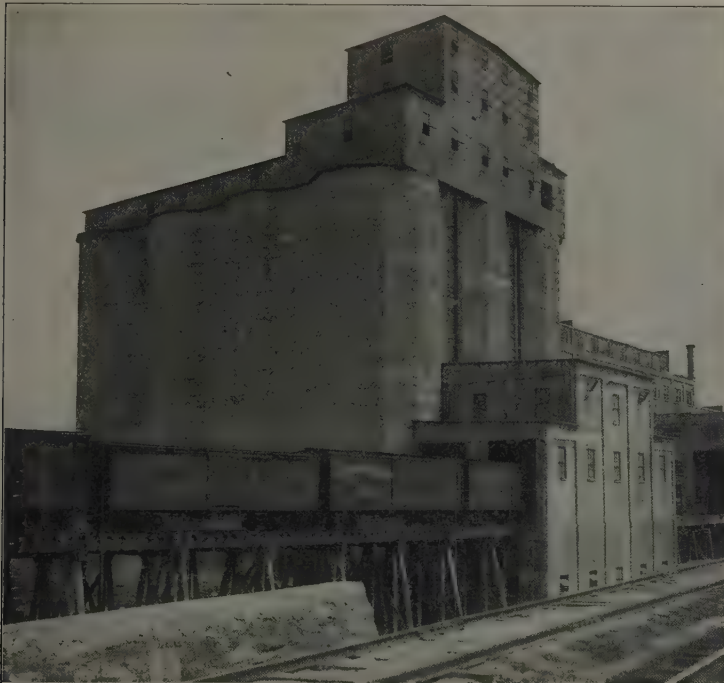
"Pannhouse," a corn dish originated by the Pennsylvania Dutch will be cooked in the corn kitchen, which will also prepare Philadelphia scrapple. Every kind of corn dish that the expert cooks have heard of will be prepared in the corn kitchen and served free to visitors.

One of the best exhibits in corn breeding will come from the 25,000-acre seed farm of the Funk Bros. The Corn Products Mfg. Co. will be there with exhibits of different kinds of glucose, starch, corn-rubber and dairy feeds.

The decorations for the exhibit hall have been practically completed by the scenic artist, A. P. Daniels, and only remain to be put in place in the Coliseum. A miniature farm, circular in shape and 20 ft. in diameter, has been constructed for a central position in the Coliseum. It is an exact reproduction of an Illinois farm covering a square mile and is complete even to the farmhands at work in the fields.

Full information may be secured by addressing Secretary Curt M. Treat, 901 Great Northern building, Chicago.

If the valves of the gasoline engine become covered with a tarry substance, reduce the quantity of lubricating oil.

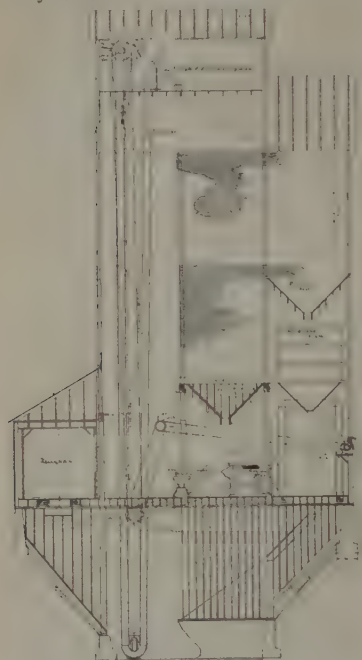


Reinforced Concrete Elevator of Lake of the Woods Milling Co., Keewatin, Ont.



### Plan of a 35,000 Bushel Cribbed Elevator.

It is gratifying to know that country grain dealers are gradually improving the character and quality of their grain elevators. Not only are they building more commodious structures but they are providing better facilities for cleaning and improving their grain, and greater facilities for receiving and handling, thereby greatly facilitating their business at a time when minutes are precious. Farmers do not relish the idea of waiting long to unload grain; hence the man with a small house or small receiving capacity is sorely handicapped when the farmers get ready to sell.



Cross Section of 35,000-bu. Cribbed Elevator.

Illustrated herewith is a 35,000-bu. cribbed elevator planned for a Kansas dealer by The P. H. Pelkey Construction Co. The elevator proper is 36x48x65 ft. high, with a 20-ft. basement. The 12-ft. driveway contains one dump.

Elevators according to this plan have already been built for the Equity Elevator Co., at Oakley, Kan., and for the Farmers Eltr. & Coal Co. at Colby, Kan.

The engine room which is 20 ft. from the elevator is 12x20 ft. and contains a 20-h. p. gasoline engine and pump for raising water from the cistern underneath the house for cooling the cylinder. The engine room floor is of cement and the engine is supported on a heavy concrete foundation.

Beyond the engine room is a one-story two-room office building 12x24 ft. In front of the office is a four-ton wagon scale which is supported by a heavy concrete foundation.

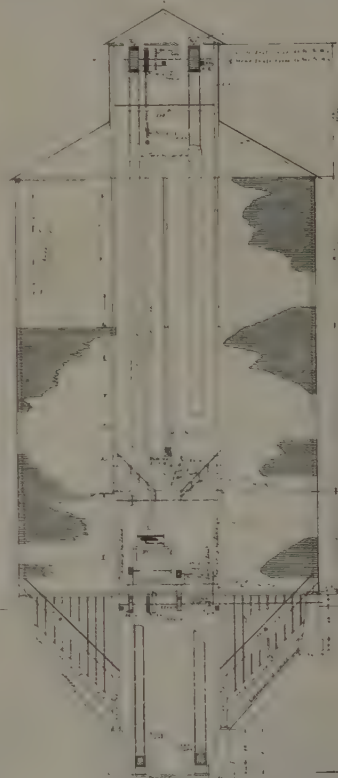
The elevator has six bins extending clear down to the ground line, three each on opposite sides of the house. Between these rows of bins on the first floor are the sack spout, feed mill, separator, roller door leading out to the loading track, and a stairway leading to the cupola. Three other short bins are provided, one above the cleaner, one above the grinder and one above the 500-bu. hopper scale. The hopper scale is supported by independent posts running up from the first floor so the settling of the bins will not interfere with its weighing correctly.

The house is provided with two legs, one equipped with 10x5½, the other with 12x6-in. cups. Thirty-six-inch head pulleys are used in each leg. On the distributing floor are two distributing spouts which may be operated from the lower floor by means of a wire rope indicator and the grain diverted thereby to different bins.

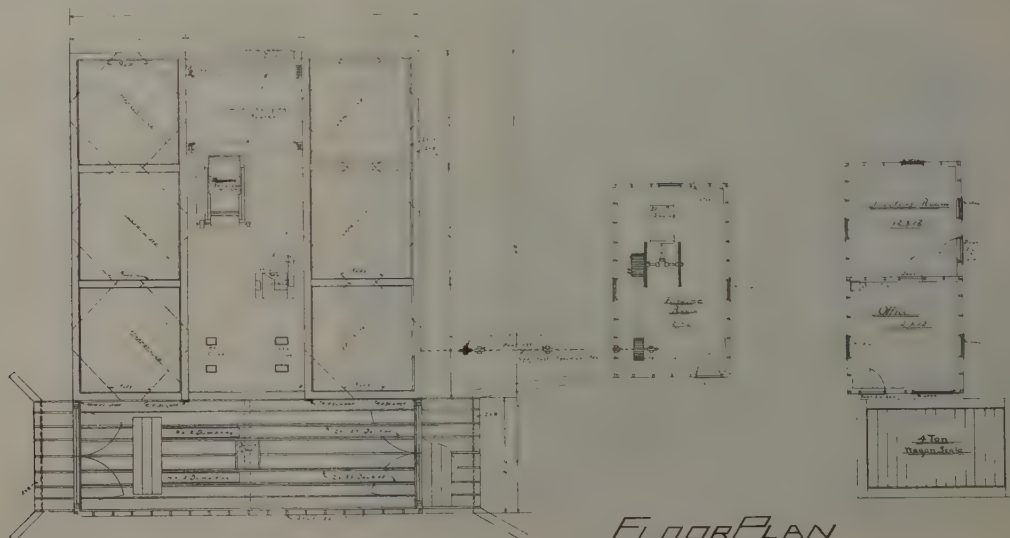
The cribbing used first 12 ft. is 2x8's; next 20 ft. 2x6's and the next 18 ft. 2x4's. A very heavy concrete foundation is placed under the house and the floors are well covered with three inches of cement.

Grain can be received from cars if so

desired. A power car-loader is used for loading. Power is transmitted from the engine room by means of 2 3/16 in. line shaft running at a speed of 225 revolutions and provided with clutch couplings so that the machinery can readily be thrown out of gear. Power is transmitted from the line shaft to counter shaft in the cupola and to the car loader by means of a two-strand rope drive.



Longitudinal Section of 35,000-bu Cribbed Elevator.



FLOOR PLAN

Ground Plan of 35,000-bu. Cribbed Elevator.

## Interstate Grain Tariffs Filed.

The railroads of the United States continue to file hundreds of tariffs each week with the Interstate Commerce Commission, as reported by the *Traffic Bulletin*. Many of these tariffs are made to provide for new business, carload shipments never having been made between the points specified; some are made to cover rates from new stations; some are changes to meet competition, to comply with the orders of the state or interstate commissions and of the legislatures.

An example of special rate is B. & O. Sup. No. 8 to I. C. C. No. 6615, making a rate on elevator dust and oat clippings from Mansfield, O., to Linden, Ind., of 9c per 100 lbs. effective Sept. 24.

Doors for grain cars are covered by the schedules; and tariffs allowing for the expense have been filed recently by the Big Four, I. C. C. No. 3915; by the B. & O. S. W., I. C. C. No. 5995; by the Detroit, T. & I., I. C. C. No. 1059.

The elevation allowance is canceled by the Northwestern in tariff No. 5463 I. C. C., abolishing the allowance of 3/4c per 100 lbs. for unloading of grain and seed at Omaha, South Omaha, Fremont, Neb., Missouri Valley and Council Bluffs for St. Paul, Duluth, Minn., and points taking same rates located on the C. St. P. M. & O. Ry.; no allowance will be made and the rates authorized in tariff hereby amended will be net to the railroad companies; effective Sept. 26.

The Santa Fe has amended its tariff on allowances at Atchison, Leavenworth and Missouri River points. The C., M. & St. P. in tariff I. C. C. No. B431, announced free elevation thru its Kansas-Missouri elevator at Kansas City, Mo.

The Wabash has issued Sup. No. 8 to I. C. C. No. 181 on elevation and grain transfer allowances at Missouri River points and Des Moines, Ia., 3/4c, transfer and loading; Decatur, Ill., 1/4c for transfer; St. Louis, Mo., East St. Louis and

Granite City, Ill., 1/4c transfer; effective Sept. 15.

Elevation allowances are granted by the St. Louis & San Francisco in amendment No. 23 to I. C. C. No. 5553. "Will pay at Kansas City, Mo., 3/4c per cwt. on grain shipped over its line (except grain destined Ashdown, Gravett, Ark., Gulf-ton, Hume, Neosho, Poteau and West-ville, I. T., or grain which receives mill-ing in-transit privileges), this sum to be paid elevator performing the service and will only be paid on presentation of evi-dence that no other payment has been made and that same is in line with ruling of I. C. C.; effective Aug. 24 (special permission). On carload shipments of grain forwarded from St. Louis, Mo., East St. Louis or Cairo, Ill., or indus-tries located within St. Louis or East St. Louis or Cairo switching limits an allowance of 3/4c per cwt. will be made for elevation when destined to points in Texas to which through rates are in effect, provided no similar allowance shall have been made by any line, and all pay-ments will be made only after check and verification to Joint Agent Paul P. Rainer, effective Sept. 18.

The Chicago Great Western in five tariffs prescribes that: "On grain shipped over the C. Gt. W. Ry. system on local or joint tariffs paying more than switch-ing charges, from Kansas City and Leav-enworth, Kan., Kansas City and St. Joseph, Mo., Omaha and South Omaha, Neb., and Council Bluffs, Ia., and trans-ferred through elevators at either of said places, the C. Gt. W. Ry. system will grant an elevator allowance of 3/4c per cwt., provided a similar allowance has not been made on the same grain at the same point by another company; said allowance to cover transfer, and any other services performed by elevators doing the transfer, it being distinct-ly understood that the allowance will run to the elevator performing the ser-

vice, and not to individual shippers who do not own or operate elevators. Trans-ferring and Storing Grain—Rule 1. Grain will be received into the company's ele-vators at Kansas City, St. Joseph and Omaha, stored for a period not exceeding ten days, mixed, cleaned, clipped, turned and delivered out of said elevators for 3/4c per cwt., which will be a charge against the grain. Rule 2. In addition to said charge of 3/4c per cwt. for eleva-tion, mixing, cleaning, clipping and turn-ing, a storage charge of 1/4c per bu. will be made for each additional 10 days' storage or fraction thereof. Rule 3. No charge will be made for elevation, mix-ing, clipping, cleaning or turning, or for the first 10 days' storage of grain re-ceived into this company's elevators at Kansas City, St. Joseph and Omaha, when such grain is shipped out over the C. Gt. W. Ry. system and said system receives more than a switching charge for hauling such grain; effective Aug. 10 (special permission).

The Illinois Central has issued Sup. No. 12 to I. C. C. No. A5952, governing elevation allowances. "On shipments of grain from St. Louis, Mo., and East St. Louis, Ill. (see note), consigned through to Nashville, Tenn., and points of desti-nation east of the line of the Mobile & Ohio R. R., Mobile, Ala., to Corinth, Miss. (not including Aberdeen and Col-umbus, Miss.), thence on and south of the line of the Southern Ry. from Cor-inth, Miss. (not including Corinth), through Chattanooga, Cleveland, Athens and Knoxville to Bristol, Tenn. (includ-ing Bristol), thence south of the main line of the Norfolk & Western Ry. from Bristol, Tenn., to Norfolk, Va., also points on the Knoxville and Ohio divi-sion of the Southern Ry. between Knox-ville and Jellico, Tenn. (not including Jellico), transferred through elevators in St. Louis, Mo., and East St. Louis, Ill. (see note), 3/4c per 100 lbs. will be paid by the Ill. Cent. R. R. Co. for transfer through elevators at the above points of shipment. Note—The elevation allow-ance provided for above will also be paid on grain transferred through elevators at St. Louis, Mo., and East St. Louis, Ill., destined to Central City, Elizabethtown, Nortonville, Gracey, Hopkinsville, Ky., Clarksville and Lebanon, Tenn. This al-lowance will be made only when bills are accompanied by elevator certificates show-ing that the service was actually per-formed. On shipments of grain, C. L., destined to points of destination east of the Illinois-Indiana state line, shipped via the Ill. Cent. R. R. from St. Louis, Mo., East St. Louis, Ill., and Granite City, Ill., and transferred through elevators at these points, the Ill. Cent. R. R. will pay the elevators performing the service 3/4c per 100 lbs., provided that no allowance has been made for elevation at the same point on the grain covered by the paid freight bill upon which the grain is re-shipped; effective Sept. 21, 1907."

The Union Broom Supply Co., of Evansville, Ind., the alleged trust, which was incorporated in 1899, has been volun-tarily dissolved. Swept out.

The attention of the government is to be brot to the practice of German millers in shipping to the United States rice which has been cleaned by the use of paraffine and glucose, not in accordance with the pure food laws, by the Texas & Louisiana Rice Millers & Distributors Ass'n.

## Grand Cafe of the Hotel Sinton, Cincinnati Headquarters G.D.N.A.



Courtesy Hotel Monthly, Chicago.



# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—Grain receivers and shippers of this city have been experiencing considerable delay and loss in transportation; and investigation has disclosed that the physical condition and the operating methods in the yards are very bad. At a meeting of the grain and produce committee of the Little Rock Board of Trade, Aug. 24, the secy., Geo. Brown, was instructed to go before the state railroad commission and present a complaint. One shipper reported that a car consigned to him has been in the yards since Aug. 16 and not delivered. Two cars shipped to Monticello, 100 miles, July 18, had not yet reached that point. The roads are taking from 4 to 14 days to place cars after arrival.

## CANADA.

Holland, Man.—Wm. Campbell has purchased the Northern Eltr.

Benito, Man.—The North Saskatchewan Eltr. Co. is building an eltr.

Pilot Mound, Man.—The Pilot Mound Grain Co. is installing a new cleaner in its eltr.

Bienfait, Sask.—The Northern Eltr. Co. is erecting a 30,000-bu. eltr. to be completed for the fall crop.

Forget, Sask.—Mr. Stiles of Balaton, Minn., has removed to this place where he will buy grain for the International Eltr. Co.

Winnipeg, Man.—McCaskel Bros.' grain warehouse at Ladysmith Siding, Man., was burned recently. Loss \$1,400, insurance \$800.

Russell, Man.—The eltr. and mill at this place was burned Aug. 22. The loss is about \$16,000. The eltr. had a capacity of 35,000 bus.

Ridgetown, Ont.—Thomas Steele, for 20 years in the milling business at this place, has moved to Calgary, Alta., to go into grain buying on an extensive scale.

Carberry, Man.—William Hope died Aug. 19, of consumption at Red Deer. He erected eltrs. at Carberry, Petrel and Grand View. Mr. Hope was a member of the Winnipeg Grain Exchange.

Fort William, Ont.—Storage rates in the Canadian Pacific Eltrs. will be reduced this fall. On the second term of 30 days the rate will be 1/30 of a cent per day in place of 3/4-cent for any part of a month. The charge for the first term will remain 3/4-cent.

Crystal City, Man.—The Dow Cereal & Milling Co., of Pilot Mound, has bot two eltrs. from Mr. Bullock. The eltrs. have a capacity of 60,000 bus. and the new owner will use them for storing oats for its mill. Mr. Bullock will move his mill from Crystal City to one of the new western towns.

Toronto, Ont.—The central wheat buyer of the Dominion Millers Ass'n at the recent annual meeting reported that the leading shippers of wheat at Winnipeg had been giving more of their attention to export rather than Ontario trade, so that he had been obliged to buy the wheat at Winnipeg and handle it to Ontario

mills. The commissions on this business show a cash balance of \$19,022. The buyer handled during the year 1,568 cars of Manitoba wheat and 63 of Ontario wheat.

Port Stanley, Ont.—The Port Stanley Eltr. Co., incorporated, capital stock \$1,000,000. The company will erect eltrs. at Winnipeg, Fort William and other centers, as well as enlarge the eltr. at this place for the purpose of handling all grain for the Erie Mills at St. Thomas, Ont., Tillson Mills at Tillsonburg, Ont., and Goldie Mills at Ayr, by boat to this place.

Winnipeg, Man.—Shippers should be careful to deal with firms who are licensed and bonded, to protect themselves against loss. We have practical evidence that the inspection certificate was changed in one case, and the out-turn of the car in another case was changed before settling with the farmer. In this case the dealer was not licensed or bonded as a track buyer. As this is seemingly an off year and the crops a few weeks late, and for that reason more liable to damage by frost than usual, I would advise all farmers to watch carefully for any frosted grain, especially in low parts of the fields, and stack or thrash it separate from the good wheat, as a slight mixture of frosted grain in the good wheat will mean serious loss to the shipper.—D. D. Campbell, special shipper's representative.

Winnipeg, Man.—Among those who made the trip on the crop viewing special train of the Northwest Grain Dealers Ass'n are: F. O. Fowler, secy. of the Northwest Grain Dealers Ass'n; Baron d'Ussel, commissioner of the department of agriculture of France; W. A. Black, manager of Ogilvie Flour Mills Co.; A. Kelly, pres. of the Western Canada Flour Mills Co.; W. H. McWilliams, manager of the Canadian Eltr. Co.; Mr. Fisher, representative of the Co-Operative Ass'n of England and Scotland, who are large importers of wheat; C. Tilt, manager of James Carruthers & Co.; C. A. Deaver, of the Peavy Grain Co., Minneapolis; A. D. Chisholm, manager of the Union Grain Co.; S. W. Henderson, of the Royal Grain Co.; James Hodd, representing Messrs. McBean & Co.; J. C. Gage, secy. of the Imperial Eltr. Co.; Frank Piche, representing Randall, Gee & Mitchell; George Armstrong, inspector of country eltrs., for the Ogilvie Milling Co.; J. Barber, Northwestern Eltr. Co.; James Sanders, Esterhazy; William Thomson, C. Unicume, Brandon; William Long, William Smith, T. H. Denne, American Cereal Co.

## WINNIPEG LETTER.

Osage, Sask.—The International Eltr. Co. will erect an eltr.

Foxwarren, Man.—The Northern Eltr. Co. will erect a new eltr.

Penhold, Alta.—The Alberta Pacific Eltr. Co. is erecting an eltr.

Makaroff, Man.—The British American Eltr. Co. is completing an eltr.

Lethbridge, Alta.—John Taylor will erect 4 eltrs. for himself this fall.

Tilson, Sask.—The Lake of the Woods Milling Co. will erect an eltr.

Langham, Sask.—The Saskatchewan Eltr. Co. has bot a site and will erect an eltr.

Ohio, Alta.—The Alberta-Pacific Eltr. Co., of Calgary, will erect an eltr. this fall.

Winnipegosis, Sask.—The British American Eltr. Co. is completing the first eltr. here.

Swift Current, Sask.—McKeown & West are finishing an eltr. here. A. Erne will also erect an eltr. this season.

Brandon, Man.—The McCabe Eltr. Co. has acquired a site from the Great Northern Ry. Co. on which to erect an eltr.

Winnipeg, Man.—The Lake of the Woods Milling Co. will erect five eltrs. this fall; the Ogilvie Mills Co. will not erect any.

Didsbury, Alta.—Mr. Weber is erecting a 30,000-bu. eltr. next to his mill. C. Hibbert is erecting an eltr., the fourth in the town.

Calgary, Alta.—Thos. Steele, of Ridgetown, Ont., an eastern grain man will erect a large eltr. here and will establish agencies in the province to buy grain.

Winnipeg, Man.—The farmers of Manitoba are considering plans for the building of eltrs. thruout Manitoba. Alex. Morrison, of Carman, Man., was elected pres. of the organization.—R.

Brandon, Man.—Geo. McCabe, of the McCabe Eltr. Co., Minneapolis, states his company is erecting 15 elevators in Western Canada this season, several being along the Great Northern line running into here from North Dakota.—F. C.

## CHICAGO.

Memberships in the Board of Trade are selling at \$2,600.

The Illinois Railroad and Warehouse Commission has postponed until October its hearing on switching charges.

A starch factory is to be erected by Stein, Hirsch & Co. on a site recently purchased in Archer avenue for about \$50,000.

Fred M. Fish, an option broker, recently shot his wife and attempted to cut his own throat, while insane from worry over his health.

A pure food laboratory has been established in the Manhattan bldg. by the U. S. Pure Food Commission, with Dr. A. L. Winton in charge.

Bankers are said to be giving commercial paper the preference over warehouse certificates when making new loans, alleging that the interests of all will be served by facilitating the business of merchants and manufacturers, instead of tying up funds in grain loans.

Type samples of the small grains have been made up for the new crop by the grain committee of the Board of Trade. It is said the oats grades are a little more liberal on account of the poor quality of the new crop, and it is said Standard oats can be made out of the No. 3.

Deliveries on September contracts the first trading day of the month were 3,000,000 bus. wheat, 30,000 bus. of corn and 20,000 bus. of oats. After the deliveries the discount between September and December, which had been 6 cents on Aug. 30, narrowed to 5 cents, at the close Sept. 3.

The J. B. Reeme Co., which has been in the grain commission business for 40 years, has been dissolved, the business being taken over by John Wade and S. B.

Johnson, who will operate as Wade & Johnson. Mr. Reeme retires to enjoy the fruits of his long devotion to his business.

The Grain Traders Eltr. Co., which is to operate the McReynolds Eltr. at South Chicago, has elected Murry Nelson, Jr., pres.; Jas. L. Houghteling, vice pres., and Aug. F. Peabody, secy.-treas. The company has made application to the directors of the Board of Trade to have the eltr. declared regular.

Before his departure to take up the duties of chief grain inspector at Port Arthur, Tex., the boys in the sampling department of the Board of Trade took A. R. Ware out to dinner and presented him with a gold watch as a token of the esteem in which he has been held as assistant to the chief sampler.

Telegraphers employed by the brokers met Sept. 9 to consider a walkout in violation of their contracts. More than 100 have signed an agreement to break their contracts. Superintendent Cook, of the Western Union says if old employees do not apply for their positions soon there will be no work of any sort for them.

The Illinois Railroad & Warehouse Commissioners have adopted a graded scale for the bonds to be required of eltr. proprietors, based on the storage capacity of their houses. The minimum is a bond of \$10,000 for a house of 500,000 bus. capacity, while firms having storage for 3,000,000 bus. or more will be asked to give bonds for \$75,000.

The Chicago Dock Co. has asked the railroad and warehouse commissioners to accept its statement as to the quantity of grain in store in the eltr., which is to be made a public house, but the commissioners insist upon inspection and weighing. The company's bond remains to be filed with the Board of Trade before the house can be declared regular.

Storage charges of the Grain Traders Eltr. Co. will be 1/2¢ per bu. for the first 10 days, and 1/40 cent per day thereafter. The house will be opened next week with James B. Wayman as manager. Mr. Wayman was for many years with Keith & Co. and is thoroughly experienced in the public eltr. business. His offices will be in the Postal Telegraph bldg.

To correct a wrong impression I wish to state that I have had no connection with the firm of Wright, Bogart & Co., for two years, and that the change in the name of that corporation does not signify that I have retired from business as many suppose. I am still the senior member of the firm of John F. Wright & Co., and propose to die in the harness.—John F. Wright.

Application for membership in the Board of Trade has been made by C. C. Hogan, Lewis B. Wilson, Lorenzo D. Kneeland, Edward D. Winslow. Application for transfer of membership has been made by Maxwell Neill, George E. Learnard, William Rives Logan, Walter Scott McLaughlin, Edgar D. Risser, Wilburt H. Armitage and Charles E. Milmine. Members of the Board of Trade recently admitted are Edward Clifford, Arthur D. Pacaud, L. N. Perrin, A. F. Brenner, C. M. Woods, W. L. Keiffer, B. Faroll.

It is said that the special committee of the Board of Trade has been pressing its negotiations with the eltr. proprietors recently with good prospects of agreement on a plan by which the eltrs. can be conducted as public and regular houses. The

privilege of mixing other people's grain with their own is worth 2 cents per bu. to the eltr. proprietors, it is said, and while the October decision of the Illinois Supreme Court may permit them to operate the railroad houses under lease, they can not have the valuable privilege of regularity without the consent of the Board of Trade, and this affords a basis of compromise. The eltr. men have evaded the decision of the Supreme Court against mixing, by trading receipts, and do not fear that the court can deprive them of all loopholes to mix grain, but the decision is likely to be against the operation of railroad property by private interests and hence the eltr. interests may welcome a compromise. For the Board of Trade it is feared that the decision of the Supreme Court will not require the roads or the warehousemen to issue the character of receipt that is needed in fulfillment of option contracts, so that all concerned seem to have considerable to gain by compromise.

## COLORADO.

Greeley, Colo.—The Colorado Milling & Eltr. Co. is erecting eltrs. at Kersey, Evans, Lucerne, Farmers Spur Sta., Greeley, P. O. and Severance Sta., Weld, P. O.—Mosher & Parker.

## IDAHO.

Twin Falls, Idaho.—The Twin Falls Grain & Produce Co. has completed its organization with Geo. B. Haverstic as local manager. The company has built an oat bin 36x110 ft., with a capacity of 50,000 bus. Aug. Vogeler and Mr. Hughes of Salt Lake City are interested.

Kendrick, Ida.—The Independent Grain Co., incorporated, capital stock \$10,000; incorporators, F. S. Beckwith, Ramsy Walker, George Suppinger and others. Henry Wessels will manage the eltr. The company has rented a cold storage warehouse, with a capacity of 70,000 sacks, temporarily. It will build as soon as possible.

Kendrick, Ida.—The directors of the Kendrick-Rochdale Co. closed a deal with the Kettenbach Grain Co. for their warehouse at this place. The latter company retained the permit to buy grain here and have the Kendrick-Rochdale Co. handle it for them. The company now has a capacity for 125,000 sacks of grain. The warehouse sold for \$2,160.

## ILLINOIS.

Litchfield, Ill.—C. B. Munday & Co. will build a new eltr. near the old site.

Bement, Ill.—The Farmers Eltr. Co. has bot the eltr. of M. C. Camp & Co. for \$10,000.

Cairo, Ill.—The Cairo Milling Co. has increased its capital stock from \$40,000 to \$75,000.

Sadorus, Ill.—The American Hominy Co., of Decatur, has bot the eltr. of Suffern, Hunt & Co.

Buckingham, Ill.—Inkster Bros.' eltr. was struck by lightning Aug. 29 and slightly damaged.

Broadmoor Sta., Camp Grove P. O., Ill.—Rees & Powers have bot the eltr. of Meyers & Bocock for \$6,000.

Middletown, Ill.—Edward Anderson has succeeded Evan Worth as manager of the Middletown Grain & Coal Co.

Streator, Ill.—The executive committee of the Illinois Valley Grain Dealers Ass'n met here Aug. 27 at the Columbia hotel.

West Brooklyn, Ill.—The West Brooklyn Farmers Eltr. Co., incorporated, incorporators, J. W. Thier, John Halbmaier and John Fassig.

Cayuga, Ill.—The Farmers Pontiac Grain Co. has let the contract to W. H. Wenholz for a 15,000-bu. cribbed eltr. on the C. & A. R. R.

Marine, Ill.—The Valier & Spies Milling Co. is erecting a new eltr. at Kuhn Sta., in Pin Oak township. C. A. Kuhn will have charge of it.

Mason City, Ill.—The installation of a grain drying plant will be decided upon by stockholders of the Farmers Grain & Coal Co. at the meeting Sept. 19.

New Berlin, Ill.—Noah C. Smith, of Divernon, formerly of the firm of Twist Bros., of Rochester, has bot the eltr. at this place, and will move his family here.

Illinoi, Ill.—J. S. Sellers has bot thru John A. Rice the eltr. of the United Grain Co. at this station on the Chicago, Indiana & Southern, post office Momence.

Lawndale, Ill.—The Lincoln Grain Co.'s eltr. was slightly scorched Aug. 20. The loss was \$30. It is supposed that the fire started from spontaneous combustion in the fuel bin.

Glenavon, Ill.—The new 35,000 bus. eltr. erected here for the Glenavon Grain & Merc. Co., by W. H. Wenholz, has been completed and is now in operation. It is located on the I. C. R. R.

Quincy, Ill.—Wavering Bros. Milling Co., incorporated, capital stock \$60,000; incorporators, John H. Wavering, Anton Wavering and Henry J. Wavering; to do a milling and eltr. business.

Charlotte, Ill.—The Charlotte Farmers Grain Co., incorporated, capital stock \$8,000. The company has bot the eltr. of the Rogers Grain Co. for \$15,000. J. B. Grotevant will continue as mgr.

Franklin Grove, Ill.—George L. Carolus, of Sterling, has bot the eltr. of L. J. & R. W. Jeter. He is manager of the eltr. of the Moses, Dillon Co. and will manage the new enterprise from his office at Sterling with R. D. Morgan in charge locally.—L. J. & R. W. Jeter.

Chenoa, Ill.—A well kept lawn surrounds the eltr. of Kirkpatrick, Lackland & Co. When the eltr. was rebuilt a few years ago Mr. Lackland, manager here, decided to improve the surroundings. The grounds were leveled and grass seed sown, giving the plant an attractive appearance.

Crescent City, Ill.—Harlan Bros.' eltr. was struck by lightning and entirely destroyed Aug. 27. The building was worth about \$4,500. They will rebuild as soon as the \$3,500 of insurance is adjusted, and are now having plans made by the Burrell Engineering & Construction Co. for a house to cost nearly \$10,000.

Illinois corporations that neglect to file affidavit disclaiming connection with any trust will have their charters canceled. The penalty for failure to make return within 30 days is \$50 per day. In making their demand the politicians emphasize their petty graft by referring to the \$1 remittance in large type and red ink.

Cairo, Ill.—The Consolidated Hay & Grain Co., incorporated, capital stock \$35,000; incorporators, George McDaniel, W. L. Duncan and C. J. Castle. The incorporation is a consolidation of the business of Leo. McDaniel with that of the Illinois Hay & Grain Co. W. L. Duncan has been working for McDaniel in the capacity of chief clerk and traffic manager of the Illinois Hay & Grain Co. He was



formerly in the I. C. freight office, and has taken stock to the amount of \$500. C. J. Castle has been weighmaster for Leo McDaniel and is to hold one share of stock.

Mt. Zion, Ill.—W. S. Smith's eltr. was burned Aug. 31. When the fire was discovered the eltr. was all ablaze. The eltr. contained about 4,000 bus. of oats and 400 bus. of corn. Loss \$6,000; insurance on bldg. \$2,000 and \$4,000 on grain. As Mr. Smith owns the other eltr. at this station he will not rebuild the burned eltr.

Champaign, Ill.—Suits against the C. & E. I. R. R. to recover damages for delay of grain in transit have been begun by Savage & Woods, attys., for Chas. A. Dryer, whose claim is for \$500, for Howard Walton, whose claim is for \$600, for J. Q. Hitch, whose claim is for \$1,000 and for A. D. Ricketts, whose claim is for \$1,900. The shipments were made south and the grain was spoiled when delivered.

The Big Four R. R. Co. has filed with the Interstate Commerce Commission tariff No. 2334, to correct minimum weight within the state of Illinois as follows: "Minimum weight on grain and grain products for cars of 28,000 and 30,000 lbs. capacity will be 30,000 lbs., on traffic moving within the state of Illinois only; on all other traffic minimum weights authorized in original tariff and supplements will apply."

Spring Valley, Ill.—Lightning struck the eltr. of Ludwig Ruppert on Aug. 29 and the fire almost totally destroyed the plant, there being some salvage on the stock and power. Loss, \$9,000; insurance, \$5,000. The building was ironclad. Mr. Ruppert had just recently purchased the eltr. of A. Reinhard. Three days after he bot it the large smokestack fell and had to be replaced at an expense of several hundred dollars. Ten days before the fire Mr. Ruppert stored several cars of flour in the eltr., increasing the loss.

## INDIANA.

Richmond, Ind.—John M. Westcott, at one time in the grain business, died Aug. 24.

English, Ind.—The English Milling Co. has let the contract for the erection of 100-bbl. mill and 10,000-bus. eltr.

Mardenis Sta., Huntington, P. O., Ind.—Schulenberg & Weber, of Huntington, will erect a large eltr. at this place.

Orland, Ind.—M. J. Waterman will erect an eltr. on the Valley Line. He will conduct the business of buying grain and stock.

Indianapolis, Ind.—The state railroad commission is starting a general inquiry into classified rates, and will begin hearings Oct. 12.

Roanoke, Ind.—Ed. Wasmuth has been appointed receiver of the mills owned by Mr. and Mrs. Laymon, and will conduct the business.

Frankfort, Ind.—The J. T. Sims Grain Co. has bot thru John A. Rice the City Eltr. and the City Mills, whose brands are very popular.

Kentland, Ind.—McCray, Morrison & Co.'s transfer eltr. has been overhauled, 3 new legs installed, also a double column bleacher, a cooler and a drier.

Indianapolis, Ind.—Jordan & Montgomery report that their business for the last six months has been in volume way beyond what they had hoped for. As Mr. Montgomery said, "exceeded our most sanguine expectations."

Hamlet Spur Sta., Knox P. O., Ind.—M. T. Dillen has bot thru John A. Rice the eltr. here on the N. Y. C. & St. L. R. R. and the one at Tefft on the same road.

Linden, Ind.—Crabbs Reynolds Taylor Co. will install a new cleaner at this point as the one they have in their eltr. is kind small. They have not decided on the kind they will use.

Mt. Comfort, Ind.—Dunn & Whitaker have succeeded Wm. H. Dunn & Co. E. H. Gentner, who was the company part of the old firm, has sold his interest to Mr. Whitaker, and Wm. H. Dunn has sold his interest to his son, Geo. Dunn.

Indianapolis, Ind.—F. A. Rouse, who was formerly in the hay and feed business here, has launched into the hay commission business at this point with flattering prospects of success. He will make a specialty of selling hay that is consigned.

Indianapolis, Ind.—The order of the Pennsylvania Railroad imposing a charge of \$2 per car on all reconsignments of grain except certain Pittsburgh eltrs. is alleged to be a discrimination against shippers at this city, and the Board of Trade has appointed E. W. Bassett, H. E. Kinney and J. M. Brafford to file complaint with the state railroad commission.

Winchester, Ind.—We do not think there is any uniform scale for testing wheat in this territory. The Noblesville Milling Co. has for years graded 59-lb. wheat as No. 2 red and we think most millers do this. We, and most firms in this locality, take 59-lb. wheat as the standard. If we sell wheat to mills, we do not know of any of them that are taking less than 59 lbs. as No. 2. What dealers in other counties are doing we do not know.—Goodrich Bros. Hay & Grain Co.

Muncie, Ind.—Central Indiana Grain Dealers now buy wheat so far as possible, by test, with discounts. For 59 and 60 lb. wheat pay full price. For 58 lb. discount 1c or more; 57 lb. discount 3c or more; 56 lb. discount 5c or more; 55 lb. discount 7c or more; 54 lb. discount 9c or more; 53 lb. discount 11c or more; 51 and 52 lb. discount 14c or more. It was decided to make a flat difference of 5c between No. 2 and No. 3 wheat on the card for the guidance of those who are not equipped to make the test. As the minimum test for No. 2 Red Wheat is 58 lbs., and for No. 3 Red, 55 lbs., it will be seen that those who buy by that will discount No. 3 Red, 3, 5 or 7 cents, as the test may show, while those who buy without test will make uniform discount of 5c, or about an average as shown by the test process. It is understood that damp wheat is to be discounted for moisture in addition to the test discount. Watch the market reports closely for discounts on off-grades, as there are certain to be some heavy cuts on this bad wheat.—A. F. Files.

Milroy, Ind.—About a year ago an effort was made to persuade the farmers about here it was folly to engage in the milling business, but in vain. They went ahead and erected a fine 200 bbl. mill at a cost of about \$40,000 and organized the Enterprising Milling Company. The mill was started about Feb. 1, 1907, and run about three months and then closed down for water. When the wheat harvest was on the co. began buying wheat, but had some trouble, closed up and stopped buying. It is said that the company is heavily involved and each of the two farmers who went into the venture have

lost about all they had. One farmer, who had been a hard working renter all his life lost all he had—about \$10,000. The other farmer mortgaged his farm for \$17,000, which is all gone. The whole scheme is said to have been to unload the stock on farmers who were eager to get rich in the grain and milling business and thus make it a farmers co-operative co., but the mill proved a white elephant from the start. The farmers refused to invest and hauled their grain to the eltr. which was strictly doing a grain business. Another case of the enterprising farmer reaching out to hurt some one in legitimate business and being crushed by the recoil.—J. H.

## INDIAN TERRITORY.

Sulphur, I. T.—Dr. J. B. Herring of this city will erect a large grain eltr.

Madill, I. T.—The Madill Grain & Eltr. Co. has succeeded me in the grain business. Lee Brooks, pres.; W. N. Taliaferro, vice pres.; D. W. Ingersoll, vice pres.; and W. H. Lawrence, treas.—Lee Brooks.

## IOWA.

Dyersville, Ia.—The Ober-Kingsbury Co. has its eltr. closed.

Aurelia, Ia.—The eltr. of W. G. Whitney is about completed.

Des Moines, Ia.—We are out of business.—Warren Grain Co.

Oelwein, Ia.—The old eltr. here of the Agnew Grain Co. is closed.

Rinard, Ia.—Ingles Bros. have sold their eltr.—A. E. Haggman.

Wesley, Ia.—Work has started on the eltr. of the Hunting Eltr. Co.

Tama, Ia.—Nelson G. Malin has leased the eltr. of the Neola Eltr. Co.

Ireton, Ia.—Frank Lambertson will manage the eltr. of J. T. Scroggs.

Fredericksburg, Ia.—The eltr. of the Kunz Grain Co. has been reshingled.

Toeterville, Ia.—Jno. Mundt & Son have erected an addition to their eltr.

New Hampton, Ia.—The eltr. of the Ober-Kingsbury Co. here is not in use.

Humboldt, Ia.—S. Nordskow is the new manager for the Farmers Eltr. Co.

Doris Sta., Buchanan P. O., Ia.—The Western Eltr. Co.'s plant here is closed.

Pekin, Ia.—Carter & Bradfield have traded their eltr. to H. Mitchell for some land.

Waterloo, Ia.—The Agnew-Nichols Grain & Live Stock Co. have been dissolved.

Corwith, Ia.—Lightning struck Peter Hatterscheid's eltr. Aug. 11, doing small damage.

West Bend, Ia.—Gilchrist & Co. have bot the grain and fuel business of Buel & Morse.

Boyd, Ia.—The Kunz Grain Co. of Wesley, Ia., is using an old eltr. here for a coal house.

Lonerock, Ia.—The farmers will take charge of their eltr. soon, with J. M. Elvidge as mgr.

Inwood, Ia.—I sold my eltr. here to the Button Eltr. Co. of Sheldon, Ia.—C. B. Lamkin.

Traer, Ia.—J. H. Deadman has succeeded Glenn Buchanan as mgr. of the Northern Grain Co.'s eltr.

Arthur, Ia.—The Arthur Co-operative Eltr. Co. has been organized by George Gressey, pres.; H. P. Striker, vice pres.;

G. E. Clifford, secy.; F. J. Whinery, treasurer and others. The company may erect an eltr.

Goodell, Ia.—I have bot the eltr. of Ober-Kingsbury Co. and expect to do a grain and coal business.—A. D. White.

Charles City, Ia.—The Farmers Exchange Co. will have to move its eltr. to a new site as the ground is needed by a large factory.

Osage, Ia.—Dealers here expect to handle no corn this year, not enuf here. The farmers will need all they can manage to raise.—L. F. C.

Rembrandt, Ia.—The Rembrandt Eltr. Co., incorporated, capital stock \$4,000; incorporators, Oscar O. Helsa, D. Snyder, Olaf Mosle and others.

Doubleday, Ia.—The Hunting Eltr. Co. of McGregor, Ia., has succeeded C. C. Fiel here and now owns and operates the two elevators. T. J. O'Hara is manager.

Council Bluffs, Ia.—An eltr. of 100,000 bus. capacity will be erected next spring by the Nebraska Hay & Grain Co. on the site of its present small transfer eltr.

Lone Tree, Ia.—The eltr. of D. M. Riggs was burned Aug. 27. The eltr. contained a large quantity of grain, all of which was burned. Loss, \$10,000; partial insurance.

Glenwood, Ia.—W. H. Harbor, who is building an eltr., has bought a new 25-h. p. gasoline engine, and is contemplating installing an electric light plant in connection with his eltr.

Havelock, Ia.—The eltr. of the Wells-Hord Grain Co. was burned Aug. 18, with one car each of corn and oats and 250 bus. of flaxseed. The property was insured and the company will rebuild.

Mitchell, Ia.—I did not contract for oats this year because the farmers will not take good care of the oats when they are contracted for. They leave them in shocks and will not stack them properly.—C. M. Mast.

Sioux City, Ia.—Walter F. Brittan, who has been representing the J. Rosenbaum Grain Co. at Omaha, Neb., will manage the Terminal Eltr. here for the same company under the name of the Interstate Grain Co.

Masonville, Ia.—About this time and earlier last year we were busy from early morning to night taking in loads of oats but this year there is nothing doing at all, it seems as though the farmers have nothing to sell.—Beham & Rieger.

Osage, Ia.—Egford & Gray own an eltr. here but use same for feeding only. The eltr. of W. W. Cargill Co. will be opened about the first week in September. There are six eltrs. at Osage, but 2 are closed, as there is very little grain for six eltrs.

Lytton, Ia.—The Farmers Eltr. Co., recently organized, with a capital stock of \$6,000, has bought the eltr. of the Neola Eltr. Co. for \$4,575. Ed. Sigwait, who was the manager for the latter company, will probably be retained by the Farmers Eltr. Co.

Masonville, Ia.—P. H. Ryan sold his old eltr. here to Beham & Rieger and recently erected a new eltr., of 14,000 bus. capacity, near the old plant. In doing this he violated his agreement with Beham & Rieger to stay out of the grain business at this point.

Charles City, Ia.—The Hunting Eltr. Co. succeeded C. C. Fiel on Aug. 16 and now owns and operates two eltrs. here. Ben T. McNeill, the manager, has completely overhauled the purchased eltr. and

it now makes a fine appearance. Mr. McNeill recently returned from South Dakota, where he has been fixing up and overhauling some of the eltrs. of the company.

Charles City, Ia.—The Hunting Eltr. Co. has just bought the eltr. of C. C. Fiel, and now has two houses at this station, one of 25,000 bus. capacity on the C., M. & St. P. and one of 23,000 bus. capacity on the I. C. R. R. The manager of both plants is Ben T. McNeill.

Masonville, Ia.—I'm located here about forty years and am the pioneer grain dealer, having owned and operated the first eltr. At that time everything was wheat, but during the last ten years oats is the principal grain handled. Five years ago I lost two eltrs. through fire, almost a total loss, but I'm still in the ring and own a small eltr. on the I. C. tracks.—F. S. Griffin.

Des Moines, Ia.—The Western Grain Dealers Fire Insurance Ass'n has started business, having secured one hundred and twenty-five applications and \$250,000 insurance, as required by state law. The company will make a specialty of grain eltrs. and their contents and be conducted entirely in the interests of the membership. The liability of the policy holder is absolutely limited in accordance with the new law, and the private property of members is exempt from liability.

Ruthven, Ia.—The penalty clause need not deter growers from getting the best price for grain, the DeWolf & Wells Co. having recently published in the local newspaper the following notice to farmers: "It being a matter of common report that certain farmers adjacent to Ruthven are restrained and intimidated in the sale of their grain by a penalty clause in the bylaws of a competing corporation, and it being a matter of common knowledge among well informed grain men that such persons at times take several cents per bushel less for their grain than it is being sold for on open market and at surrounding towns, and being informed by most eminent counsel that said penalty clause is illegal and non-enforceable, we desire the farmers about Ruthven to know that we will enter into written agreement with those selling us grain, to indemnify and protect them against all loss or damage by the legal enforcement of said penalty clause, and will furnish attorneys to defend any suit brought against such parties to collect said penalty free of cost. We have been in business many years doing business openly, above board and in a competitive way. We only ask an equal chance to bid on your grain and will make you money. Yours for a square deal, DeWolf & Wells Co. R. J. Hughes, Manager."

## KANSAS.

Baldwin, Kan.—Raps Blanchard & Co. have their new eltr. completed.

Plevna, Kan.—Hinshaw & Lewis have succeeded the Millers Grain Co.

Smith Center, Kan.—I sold my eltr. to a local company of farmers.—H. R. Sheldon.

Frankfort, Kan.—Clift & Nuss, grain dealers, have moved the Frankfort Feed Mill to their eltr.

Arnolds, Kan.—S. A. Arnold bot the machinery for his eltr. of the P. H. Pelkey Construction Co.

Paola, Kan.—The Paola Pearl Meal Mill and Eltr. was burned Aug. 31. Loss \$10,000. R. Eubank & Co. owned the mill.

Straightcreek, Kan.—The eltr. of Hiedge, Brown & Co., which was burned last year, will be rebuilt.

Oakley, Kan.—The Equity Eltr. Co. has its 20,000-bu. eltr. completed by the F. H. Pelkey Construction Co.

Emmett, Kan.—John Murray & Son have the foundation for the new eltr. of Brynes & Feighney completed.

Hays, Kan.—The Midland Eltr. Co. has leased the Farmers' Eltr., owned by C. Hoffman & Son, of Enterprise.

Larned, Kan.—H. E. Hill has bot a Eureka Clipper for his new eltr. from the P. H. Pelkey Construction Co.

Sabetha, Kan.—F. A. Derby is installing a Witte Gasoline Engine in his eltr., furnished by the Witte Iron Works Co.

Ness City, Kan.—D. E. Bondurant is installing a new Eureka Clipper in his eltr. bot from the P. H. Pelkey Construction Co.

Wellington, Kan.—The Wellington Mill & Eltr. Co. has let the contract to Geo. I. Jackson to cover its eltr. with corrugated iron.

Climax, Kan.—The corn eltr. of E. R. Williams has been completed by the P. H. Pelkey Construction Co. It has a capacity of 15,000 bus.

Wilson, Kan.—The 25,000-bu. eltr. of the Farmers' Grain & Commission Co. has been completed by the P. H. Pelkey Construction Co.

Burns, Kan.—We are repairing our eltr., cementing the bottom of the grain pit, and installing some new machinery.—J. C. Lilley & Co.

Isabel, Kan.—The Larabee Flour Mills has let the contract to the P. H. Pelkey Construction Co. for the erection of a 10,000-bu. wheat eltr.

Wichita, Kan.—We have not succeeded the American Grain & Flour Co., but just rented the same office room they had occupied.—Tonkawa Milling Co.

Ottawa, Kan.—Charles Wilson, a partner of the Williams-Wilson Grain Co., was married Aug. 21, at Olathe, to Miss Cora Erwin of Long Beach, Cal.

Colby, Kan.—The eltr. of the Farmers' Eltr. & Coal Co. has been completed by the P. H. Pelkey Construction Co. The eltr. has a capacity of 35,000 bus.

Altoona, Kan.—Wilmoth & Loyd, grain dealers, have rented a store and will use it as a store room for flour. They will embark in the retail flour business.

Garfield, Kan.—The Garfield Eltr. Co. has built an addition to its eltr. and installed machinery supplied by the P. H. Pelkey Construction Co. for new machinery.

Bavaria, Kan.—The Midland Eltr. Co.'s eltr., which was burned, has been rebuilt by the P. H. Pelkey Construction Co. It has a capacity of 15,000 bus. and is cribbed.

Ottawa, Kan.—The appraisers of the grain and milling business of the Ottawa Milling Co. appointed by the federal court are F. B. Simms, S. H. Hayes and C. W. Thompson.

Bonner Springs, Kan.—The Improvement Ass'n has received a proposition from George Hulsizer, of Hamburg, Ia., to build a mill to cost \$25,000 and an eltr. costing \$14,000.

Burlington, Kan.—Reed & Gibbon have bot the remnants and the site of the Burlington Roller Mills & Eltr. Co., and intend soon to build an eltr. of considerable capacity. The Burlington Roller



Mills & Eltr. was destroyed by fire early in 1907.—Woodford Bros.

Canton, Kan.—The Home Grain Co. has had its eltr. overhauled and has installed a new 5-h. p. gasoline engine. Grain is moving freely.—John Sinclair, Agt. Home Grain Co.

Burrton, Kan.—We sold our eltr. and grain business June 14, to the Burrton Mill Co. and it has sold again to C. A. Dundon & Co.—S. J. Eales, former mgr. of the Burrton Mill Co.

Enterprise, Kan.—The Hoffman Eltr. Co.'s eltr. which was burned last spring, has been rebuilt by the P. H. Pelkey Construction Co. It is a cribbed eltr. with a capacity of 20,000 bus.

Topeka, Kan.—C. B. Hoffman has taken an appeal to the supreme court from the decision of the district court giving the Farmers Co-operative Co. judgment for \$1,706 for his not having followed instructions in handling grain while he was employed as manager.

Manhattan, Kan.—Professor Ten Eyck has found some very superior seed wheat in Canada and will ship 2,000 bus. from Alberta, to arrive at Manhattan about Sept. 25. This is a hard winter wheat yielding 40 to 50 bu. per acre and will be sold at cost of importation. Farmers desiring to obtain some of this wheat should write at once to the agronomy department of the state agri. college at this place.

Kansas elevator concerns which are making any deductions from grain received to allow for future shrinkage or dirt contained are violating chapter 525 of the Kansas Session Laws of 1907, which provides that "Every sale of grain, seed, hay or coal shall be deemed to be made on the basis of the actual weight thereof, unless a different basis is established by the express agreement of the parties to the transaction. Any purchaser of grain, seed, hay or coal, who without the express agreement with the seller thereof, shall knowingly deduct any quantity or amount from the actual weight or measure of the article purchased, and withhold payment therefor under claim of right to do so by reason of any custom, rule of a board of trade or any other pretence whatsoever, shall be deemed guilty of a misdemeanor, and subject to a fine of not less than \$25 nor more than \$100 for each and every offence. No agent or broker selling grain, seed, hay or coal for the owner thereof shall be presumed to have authority to sell any grain, seed, hay or coal on a basis other than that of the actual weight of quantity thereof, but express authority to allow any deduction must be proved. In case any purchaser of grain, seed, hay or coal shall deduct any amount from the actual weight or measure thereof, and shall knowingly withhold from the seller the purchase price of the quantity deducted, without the express knowledge of the seller thereof, such seller may recover from such purchaser three times the amount so withheld, together with a reasonable attorney's fee to be taxed in each court in which the action may be brought or to which an appeal may be taken."

## KENTUCKY.

Louisville, Ky.—Calahan & Sons will rebuild their eltr. that was burned a few months ago.

Maysville, Ky.—J. C. Everett & Co. have succeeded Winter & Everett in the grain and seed business.

Danville, Ky.—Banks Hudson was seriously hurt Aug. 26, being struck by a runaway horse. His chin was crushed, teeth knocked out and he was otherwise injured.

## LOUISIANA.

New Orleans, La.—The plant of the Atlas Feed Products & Milling Co. was burned Aug. 18. Loss \$75,000; fully insured.

New Orleans, La.—Grain exports from New Orleans during August amounted to 396,000 bus. of wheat and 198,294 bus. of corn; compared with 990,447 bus. of wheat and 9,530 bus. of corn for August, 1906. Exports from New Orleans during the year ending Sept. 1 have been 4,668,227 bus. of wheat, 7,486,051 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 2,612,103 bus. of wheat, 18,182,186 bus. of corn, 3,729,055 bus. of oats and 1,081,075 bus. of barley for the corresponding period of 1905-06, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

## MARYLAND.

Baltimore, Md.—Thos. Leishear Co. has discontinued business.

Baltimore, Md.—John F. Klein, dealer in grain and feed, has filed a petition in bankruptcy. Liabilities, \$1,180.

Baltimore, Md.—William R. Howard, the last surviving charter member of the Chamber of Commerce, died Aug. 22.

Washington, D. C.—Five proprietors of alleged bucket-shops were indicted Aug. 28, and the district atty. states that another set of indictments will follow, to break up this class of gambling.

Baltimore, Md.—The telegraph service here has been unsatisfactory since the strike but the Western Union seems to have made a special effort to take care of the business. The Postal is out of it.—A. C. M.

Baltimore, Md.—Business here is good. The dealers are active. The market is a safe and prosperous one for any dealer to ship to. The Journal would like to suggest that dealers will find it more satisfactory to confine their dealing to those who are members of the Chamber of Commerce.

Baltimore, Md.—Inspection and weighing fees of the Chamber of Commerce are: Inspection at Export Eltrs: Inward, from cars, 50c per 1,000 bus; inward, from vessels, 50c per 1,000 bus; outward, to cars, 30c per 1,000 bus; outward, to vessels, 30c per 1,000 bus; mixing, 20c per 1,000 bus; sampling, 20c per car; inspection, 50c per 1,000 bus; inspection after drying, 50c per 1,000 bus; not unloaded cars, 50c per car; not unloaded vessels, 50c per 1,000 bus. Inspection at city stations: All grain by cars, 50c per car; hay and straw, 50c per car; upturn float, 50c per 1,000 bus; sampling, 20c per car. Weighing at Export Eltrs: Inward, from cars, 50c per car; inward, from vessels, 45c per 1,000 bus; outward, to vessels, 15c per 1,000 bus; outward, to cars, 25c per car; weighing after drying, 25c per 1,000 bus. Weighing at city stations: Inward, from cars, 50c per car; outward, to car, 25c per car; bag lots, 45c per 1,000 bus. No charge to be made less than 10c.

## MICHIGAN.

Owosso, Mich.—A. L. Nichols has taken charge of the eltr. of the C. H. Barrett Co.

Linden, Mich.—I have moved from Flushing to this place.—Wm. R. Thompkins.

McBain, Mich.—Chatterton & Son, of Mt. Pleasant, have completed a new eltr. at this place.

Kalamazoo, Mich.—George E. Little has succeeded Zinn & Little. Mr. Zinn will take the eltr. at Galesburg.

Coldwater, Mich.—The Coombs Milling Co. recently replevined a carload of wheat held by the railroad for demurrage charges.

Butternut, Mich.—I have built a store room in addition to my new eltr. 22x44 ft., which adds a great deal to its capacity.—Geo. R. Banton.

Lake Odessa, Mich.—The new incorporation of Smith Bros., Velte & Co., does not include S. M. Isbell & Co., as erroneously stated in this column Aug. 25.

Alma, Mich.—The Alma Grain & Lumber Co. is erecting a two-story addition to its eltr. at the roller mills. The company has a new eltr. in course of construction at Ithaca.

Saline, Mich.—Chas. Cool, of Clarks-ville, who bot the eltr. of J. W. Hull, has formed a partnership with Lewis Cool to conduct the grain business under the name of Cool Bros.

Mt. Pleasant, Mich.—The Slocum Grain Co. is building an addition to its eltr., 31x60 ft. The new part will be 2 stories high and will be used for storing hay, straw, beans and seeds.

West Branch, Mich.—Eugene M. Beach is mgr. here for the Ogemaw Grain & Seed Co. in place of Edw. E. Evans, who has taken the management of the seed and poultry feed dept. of the Saginaw Milling Co.

Jackson, Mich.—Irving W. Cole of Cleveland, O., has recovered judgment against the Leighton-Allen Hay Co. in the sum of \$54.82 on a shipment of hay which was of inferior quality when received by Cole, who has already paid the shippers.

Akron, Mich.—The Hess Co. has bot the flour milling business of L. L. Rothermel for \$5,000. Work has started on an additional storage warehouse and office building. W. C. Hess will manage the hay and produce business and E. A. Hess will conduct the mill and general office. The Hess Eltr. Co. has been incorporated and will succeed the Hess Co. L. L. Rothermel has been retained to conduct the milling business.

Battle Creek, Mich.—McLane, Swift & Co. are having a 50,000-bu. transfer and cleaning house erected by the Burrell Engineering & Construction Co. The foundation is in and the work has commenced on the cribbing. The building will be covered with galvanized iron. The power will be electric, the motors being four in number, two of 30, one of 10 and one of 40 h. p. The equipment will include 1,400-bu. Fairbanks Scale and Monitor Cleaners and Scourers.

## MINNEAPOLIS.

The eltr. of the Devereux Eltr. Co. was damaged by fire Sept. 3.

The National Eltr. Co. has sold its line of lumber yards to the Atlas Lumber Co., of Minneapolis.

The will of Peter B. Smith was admitted to probate Aug. 28. He left \$30,000 in personal property and no real estate, all to his wife.

W. P. Brackett has severed his connection with the Sheffield Eltr. Co. and will manage the terminal eltrs. of the Northwestern Eltr. Co.

The Lamb, McGregor & Co., incorporated, capital stock \$100,000; incorporators, John A. Lamb, Alexander McGregor and James D. Lamb.

Receipts of grain at this city for the crop year ending Sept. 1 were 142,080,000 bus.; against 157,346,000 bus. for the crop year of 1905-6. All grains show a loss.

The Chamber of Commerce is considering the advisability of doing away with trading in privileges known as puts and calls and in Chicago as "ups and downs."

W. R. Beatty, who has been manager of the St. Anthony & Dakota Eltr. Co.'s terminal house, has bot an interest in the eltr. of the Delmar Eltr. Co. and will manage it.

Watson & Co., grain and stock brokers, failed Sept. 5. The firm is composed of Lewis T. Watson, Henry P. Watson, H. V. Jones and C. E. Anderson, and has been active in the speculative wheat market.

The U. S. Army will open bids Sept. 18 on 7,000 tons white oats and 7,500 tons of timothy hay for the Philippine Islands to be delivered at this city, St. Paul or Seattle. Particulars will be furnished by J. E. Sawyer, C. Q. M., St. Paul, Minn.

Thomas Lahart has brot suit in the district court for an accounting of the affairs of the Lahart Eltr. Co. and the Sutherland Eltr. Co., his brother, John F. Lahart being made defendant, and alleges that John has used the funds for his own benefit. J. W. Lahart has joined in the suit.

Hearings on switching charges at Minnesota Transfer are being held by the state railroad commission, which last year ordered the transfer company to go back to the old rate of \$1.50 per car. The company has raised the rate to 30 cents a ton, with a minimum of \$5, and its appeal from the order of the commission is pending in court.

Franklin K. Lane, interstate commerce commissioner, stopped over at Minneapolis two days on his way to the coast to hear reports from traffic officials and shippers on the prospects for a car shortage the coming winter. Optimistic reports were made by the Great Northern and Northern Pacific roads. The Soo reports an increase of 40 per cent in motive power and 2 per cent in box cars.

At a meeting of stockholders of farmers eltr. companies in the Lumber Exchange bldg. Sept. 5 the Farmers Eltr. Ass'n of Minnesota was formed with the following officers: Pres., Burr D. Alton, Ceylon; sec.-treas., R. Johnson, Austin; transportation committee, Eric Olson, Dunnell; terminal, E. P. Olson, Granada, grading, Albert Friberg, Burr; insurance, R. Johnson, Austin; legislative, Burr D. Alton, Ceylon. Another meeting will be held in January and R. Johnson will have charge of the program for that gathering. The purpose of the Ass'n is to secure better grading and transportation for grain.

Chas. Griffiths has succeeded to the good will of the large barley business of the firm of Piper & Co., who have withdrawn from the trade in this market. Mr. Griffiths is now associated with the Brooks Eltr. Co. So far this season

Charley has been the barley king at Minneapolis. He has been overwhelmed with orders from his eastern and southern friends, which injected considerable activity into this market. Mr. Griffiths represents the Anheuser-Busch Brewing Ass'n on this market, and is a large buyer of fancy barley for their account. The prices he has recently been compelled to pay for barley have never before been recorded in the history of Minneapolis.

## MINNESOTA.

Callaway, Minn.—E. R. Phipps has bot a grain eltr. here.

Wheaton, Minn.—The Farmers' Eltr. Co. is enlarging its eltr.

Revere, Minn.—O. E. Dahl is the new agent for the Revere Eltr. Co.

Jordan, Minn.—A farmers and merchants eltr. will be built here.

Echo, Minn.—O. C. Walters is the new buyer for the American Grain Co.

Alden, Minn.—Carl Nelson will take charge of the eltr. of G. A. Swan.

Buchanan, Minn.—The eltr. of the Lyon Eltr. Co. has been completed.

Baker, Minn.—The Baker Eltr. Co. has started to erect an annex to its eltr.

Hatfield, Minn.—J. B. Schier, of Adrian, has bot another eltr. at this place.

Skyberg, Minn.—D. C. Holst will take charge of the eltr. of the Rex Eltr. Co.

Barry, Minn.—Dick Christian will have charge of the eltr. for the Baldwin Eltr. Co.

Alberta, Minn.—George Hilger will take charge of the house for the Duluth Eltr. Co.

Lake Crystal, Minn.—The Lake Crystal Milling Co. failed and is in receiver's hands.

Warren, Minn.—Frank Wittesten will have charge of the eltr. of the Atlantic Eltr. Co.

Wood Lake, Minn.—W. E. Liskey will have charge of the eltr. of the Pacific Eltr. Co.

Alden, Minn.—A. M. Stockley, of Oakland, will buy grain for the S. Y. Hyde Eltr. Co.

Porter, Minn.—C. A. Berg has succeeded Oliver V. Clausdon as mgr. of Mutual Eltr. Co.

Morris, Minn.—J. B. Abrogast of Minneapolis, will open the eltr. of Eames-Lord & Co.

New Richland, Minn.—The Hunter Eltr. Co. will erect an eltr. at Plumb Valley (no p. o.)

Luverne, Minn.—W. H. Kilpatrick will have charge of the eltr. of the Hubbard & Palmer Co.

Montevideo, Minn.—J. H. Lee has succeeded Bert Beard as buyer for the Spencer Grain Co.

Darfur, Minn.—Bingham Bros. opened their eltr. August 15th with Otto Langhoff in charge.

Olivia, Minn.—The Crown Eltr. Co. has succeeded to the business of the Victoria Eltr. Co.

Worthington, Minn.—Schaefer Bros., of Tripp, S. D., have bot the eltr. of the Peavey Eltr. Co.

Easton, Minn.—Hosea Quimby, who was at one time in the grain business here, died recently.

Willmar, Minn.—The Northwestern Eltr. Co. has opened its eltr. with O. K. Severinson as mgr.

Belview, Minn.—The Northern Grain Co.'s eltr. has been opened, with Reid Grytting as manager.

Hector, Minn.—H. W. Koehler of Bufalo Lake will take charge of the eltr. of the Columbia Eltr. Co.

Taunton, Minn.—Chas. Mach, of Ivanhoe, has succeeded T. G. Ahern as agent for the Mutual Eltr. Co.

Childs, Minn.—Wm. Therau, of Morton, will buy grain for the Winter & Ames Co., of Minneapolis.

Grand Meadow, Minn.—Gus. Gliedale, of La Crosse, has bot an interest in the Pierce-Stephenson Eltr. Co.

Ruskin Sta., Faribault P. O., Minn.—The L. N. Loomis Eltr. will be opened with Oliver Strunk as buyer.

Albert Lea, Minn.—Arthur Speltz is the new mgr. for the Myrtle Grain Co. which will open an eltr. here.

Delavan, Minn.—Wm. Perrizo has rented the eltr. of Perrizo & Son and now controls two eltrs. at this point.

Dennison, Minn.—N. T. Austonson will take charge of the eltr. of the Rex Eltr. Co., of Minneapolis, at this place.

Hancock, Minn.—Wm. Lentz will become mgr. of the eltr. of the Hancock Market Co. which is being erected.

Balaton, Minn.—M. L. Dudrey, of Garvin, will manage the eltr. of Bingham Bros. and will move his family here.

Luverne, Minn.—I. W. Brown, of Ash Creek, has leased the eltr. of K. W. Jargo. He will move his family here.

Vermillion, Minn.—Philip Wiederhold is the mgr. for the Rex Eltr. Co. which recently bot the eltr. of the Farmers Eltr. Co.

St. Peter, Minn.—Peter Fay, who was hurt a year ago, is able to open and take charge of the eltr. of G. W. Van Dusen & Co.

Fergus Falls, Minn.—Mr. McCargar has leased the eltr. of the Ball Eltr. Co. and will buy and sell grain, beginning Sept. 10.

Steen, Minn.—The Farmers Eltr. Co. recently organized, has bot the eltr. of the Western Eltr. Co. A. C. Ridenour will manage it.

Ortonville, Minn.—Linguist Bros., will build an eltr. on the Minnesota side of Lake Traverse, near the mouth of the Mustinka river.

Hendrum, Minn.—Nick Hennen is the new buyer for the Minneapolis & Northern Eltr. Co. and Albert Landro for the Imperial Eltr. Co.

Bird Island, Minn.—John Desmond, of Franklin, has accepted a position as buyer for the Farmers Eltr. Co. and will move his family here.

St. Peter, Minn.—The reconstruction of the eltr. of the Plymouth Eltr. Co. is being pushed, and the eltr. will soon be ready to clean grain.

Kasota, Minn.—The Kasota Eltr. Co., recently incorporated, is building a 3,000-bbl. cistern and making other improvements to cost \$10,000.

Luverne, Minn.—J. P. Coffey has bot a car of hard winter wheat seed of the best quality with a view to inducing farmers to grow winter wheat.

Albert Lea, Minn.—Chas. E. Rhine, who has had charge of the eltr. of G. A. Swan, has moved to Walters and will take charge of the eltr. there.

Bellingham, Minn.—The engine house and the office part of the Farmers Eltr.



Co. has been removed; and a large engine house and office is being built.

Waterville, Minn.—A farmers co-operative eltr. ass'n has been organized with G. W. Bluhm, pres., C. N. Smith, vice pres., and E. L. Hoffman, secy.

St. Paul, Minn.—The Johnston Eltr. Co., incorporated, capital stock \$100,000; incorporators, D. S. B. Johnston, Charles L. Johnston and A. D. Johnston.

Chatham Sta., Kennedy P. O., Minn.—H. B. Borneman, of Hallock, has leased the eltr. of the Duluth Eltr. Co. and will buy grain and deal in coal and wood.

Adams, Minn.—The Hultting Eltr. Co. has bot the eltr. of the Gilchrist Eltr. Co. M. Shaefer, who has had charge of the eltr. for the latter for 33 years, will retire. The new mgr. is Thos. Downey, of Taopi.

Wolverton, Minn.—Axel Watter has taken the management of the eltr. of the Wolverton Eltr. Co. in place of V. Tornquist, who resigned to take a position with the St. Anthony & Dakota Eltr. Co. at Shelby.

Duluth, Minn.—W. N. Bemis, formerly mgr. of the T. M. McCord Co. at this city, has severed his connection with that firm to associate himself with the Standard Grain Co. having offices in the Board of Trade bldg.

Springfield, Minn.—Bingham Bros. opened their eltr. August 1, with E. J. Prah in charge. The Farmers Eltr. Co. has leased Schmid's eltr. which will be mainly used for feed. W. J. Blackman is the new buyer.

St. Paul, Minn.—C. F. Hubbard, for 8 years with the St. Paul & Western Coal Co. as salesman, has severed his connection with that company to give his entire time and attention to the business of the Loftus-Hubbard Eltr. Co.

New Ulm, Minn.—The Farmers Eltr. Co.'s eltr. is completed. It has a capacity of 50,000 bus. and is run by a 10-h. p. electric motor. The coal sheds are completed also and a pair of Fairbanks Scales have been installed.

Tracy, Minn.—The farmers have organized a grain company with a capital stock of \$10,000. The company has bot the eltr. of the Western Eltr. Co. Thomas Doherty is pres.; John C. Tweet, vice pres.; and Ira Bussell, secy.

Sedan, Minn.—Fire recently destroyed the eltrs. of both the Atlantic Eltr. Co. and the Osborne-McMillan Eltr. Co. The Atlantic contained 500 bus. of grain, and is being rebuilt. It has not been decided whether to rebuild the other house.

Duluth, Minn.—The Duluth Grain & Malting Co.'s eltr. was burned Aug. 23. Loss \$75,000 on the building and \$50,000 on grain. Charles Olske, the night watchman, was fatally burned. The origin of the fire is not known. The company will rebuild.

Butterfield, Minn.—The Plymouth Eltr. Co. has done away with horse power and installed an 8 h. p. Otto Gas engine. The house was opened August 25th, with L. Linkens in charge. The Benson Grain Co.'s eltr. is closed and will not open this season.

Albert Lea, Minn.—Harvey Wilkinson is managing his father's, C. M. Wilkinson, eltr. He is repairing and overhauling eltr., and getting it in shape for this year's crop. G. A. Swan has just opened his eltr. here with F. W. DeLong, formerly at Alden, in charge.

Farmington, Minn.—While working on the eltr. of the Claro Milling Co., Henry

Austenberger, while standing on a scaffold 30 ft. from the ground, was struck by a timber and was knocked from his position. He succeeded in grabbing a stick of timber, breaking the fall.

Fergus Falls, Minn.—Citizens with gambling propensities having suffered loss thru the failures of the Coe Commission Co. and the Wisconsin Grain & Stock Co. bucket-shops, the common council contemplates driving out all the option bettors by a city ordinance against all option gambling.

St. Paul, Minn.—The last legislature imposed on us the work of testing all the railroad weighing facilities throughout the state, by the railroad and warehouse commission. It has special opportunities of getting the scales correct, so far as the railroads are concerned.—State Scale Inspector Neale of Minnesota.

Sanborn, Minn.—The Western Eltr. Co.'s plant here is old and not in operation. Locomotive sparks set the roof afire some time ago, but the fire did not spread. Bingham Bros., are having their eltr. covered with corrugated iron and re-shingled. F. E. Gleason, the mgr., is assisting in doing this work.

Delavan, Minn.—L. O. Hickok has just about completed W. W. Cargill Co.'s new eltr. here. The old one collapsed with 12,000 bus. of wheat some time ago. W. W. Cargill Co. built this eltr. in spite of the fact that it could have purchased either one of the other eltrs. at this point. Four eltrs. are two too many.—L. B.

Easton, Minn.—The Bennett Grain Co. opened its eltr. here on Aug. 1st, with H. J. Terhurne in charge. The Easton Grain Co. succeeded J. S. Cusick on July 1st. B. M. Armstrong is mgr. W. W. Cargill Co. opened their eltr. Aug. 15, with George Ware as mgr. George Scheid has leased the eltr. of the Minn. & Iowa Eltr. Co. and took possession Aug. 22.

Alden, Minn.—The Pierce-Stephenson Grain Co. has just opened its eltr. with C. E. Stockman in charge. G. A. Swan has just opened his eltr. here with Carl W. Nelson in charge. There are three eltrs. at this station and there is not enough grain shipped to keep one busy. If the firms here did not deal in coal the eltrs. would be run at a great loss.

Sleepyeye, Minn.—A. Krienke is the new manager of the Western Eltr. Co. C. P. Cutting, mgr. of the Farmers Warehouse Ass'n, is also the mayor of this city and the boys say that he's a good one. F. R. Curtis holds the position of State Inspector at this point. R. H. Bingham & Son's eltr. is not in operation. This firm has not been buying grain for four years.

Comfrey, Minn.—Last year the three eltrs. here handled 250,000 bus. of grain and this year we will not handle 2/3 as much, in fact this will prove the poorest year we ever had since the eltrs. were built eight years ago. Our biggest year was in 1901, that year we handled 400,000 bus. of grain. There'll be no corn to ship this year.—F. W. Blackman, mgr. Western Eltr. Co.

Vernon Center, Minn.—C. S. Christensen & Co. have succeeded the Peavey Eltr. Co., G. A. Slater, who was with the Peavey people for 16 years, has been retained as manager. The American Grain Co.'s plant is not in operation and probably will not be opened this year. The four eltr. firms shipped last year about 125,000 bus. of grain and this year there probably will not be 80,000 bus. shipped out of here. One eltr. could handle this business nicely.

Madelia, Minn.—There is a large eltr. here owned by John Bisbee who has \$10,000 tied up in it. This plant is standing idle and has not been in operation for 3 years. Last year 160,000 bus. of grain was shipped out by the eltr. firms at this station. The Farmers Eltr. Co., formerly located here went to the bad in less than two years and the farmers were forced to sell their up-to-date and large eltr. originally costing \$7,000 for \$2,800. The C. S. Christensen Co. bought the plant.

Melrose, Minn.—John Borgerding, of this place, will invest \$18,000 in building new eltrs. at Meiregrove Sta., and New Munich Sta., two new stations along the Soo road. Each house will have a capacity of 30,000 bus., to be completed for the fall crop. Fred Zieske, who has been buying for the National Eltr. Co. for 5 years, has an interest in the business at Meiregrove and will take charge of the eltr. there. Tony Welle of Freeport will manage the eltr. and lumber yard at New Munich.

Winnebago, Minn.—C. S. Christensen & Co. succeeded the Peavey Eltr. Co. Will Bottomlee was retained as mgr. G. H. Randall has leased his eltr. to the Winnebago Flour Mills, who use it for storage only. The eltr. of the St. John Grain Co. is not in operation and will not be opened this year. It was closed last season. The Plymouth Eltr. Co.'s plant will be torn down and removed to another station for there is not enough grain handled here to support the six eltrs. There is just about room for two.

Mankato, Minn.—The eltr. of W. W. Cargill Co., is right in the center of the town and close by the Minnesota River. It is a very old shack and almost ready to cash in. D. A. Little is the manager. S. H. Grannis is manager for Byrnes Bros., of Wells, Minn. Mr. Grannis owned and operated the two eltrs. for seven years but recently sold out to Byrnes Bros. Mr. Grannis has had over 20 years experience in the grain business and at one time owned a line of eltrs. on the Burlington Rd. from Armstrong, Ia., to Madelia, Minn. This line when purchased consisted of nothing but flat houses and he converted them into eltrs.

## MISSOURI

Armstrong, Mo.—The Glasgow Milling Co., of Glasgow, intends to erect an eltr. at this place.

Kansas City, Mo.—The Geo. A. Adams Grain Co. has increased its capital stock from \$10,000 to \$40,000.

Kansas City, Mo.—A single shipment of 28 cars of seed oats was consigned recently from this city to Memphis, Tenn.

Kansas City, Mo.—The Donaldson & Knight Grain Co. is not a member of the Kansas Grain Dealers Ass'n or of the Kansas City Board of Trade.

St. Louis, Mo.—Fred H. Babcock has withdrawn from the Pendleton Grain Co. and formed the Netherhut & Babcock Grain Co., recently incorporated.

Bonfils, Mo.—We have erected a small eltr. at Sands Switch (no p. o.) and handle a large amount of wheat from this part of St. Louis Co.—J. G. Frank & Son.

St. Joseph, Mo.—The Elwood Grain Co. and the Nash-Ferguson Grain Co. were consolidated Sept. 1. H. H. Birmingham will remain in charge of the Kansas City branch.

Liberal, Mo.—The Lipscomb Grain Feed & Coal Co., incorporated, capital

stock \$20,000; incorporators, G. Lipscomb, George Mellor, Jr., Luther Lipscomb, John D. McFarland, H. B. Miller and others.

St. Louis, Mo.—A private telephone system is to be installed in the Merchants Exchange with an indicator board in view of the brokers on the floor to signal them when their office wishes to give orders.

Kansas City, Mo.—Unreasonable switching charges on grain, coal and hay between Kansas City, Mo., and Kansas City, Kan., are complained of by the Missouri & Kansas Shippers Ass'n to the Interstate Commerce Commission.

St. Louis, Mo.—The atty.-gen. of the state has filed a demurrer to the petition of the Merchants Exchange on which the court some time ago granted a temporary injunction against the enforcement of the Avery grain weighing law.

Kansas City, Mo.—The Board of Trade has discontinued its transportation dept. and will support the transportation dept. of the Commercial Club, Herbert G. Wilson, mgr. of that dept. going with the Commercial Club as successor of W. P. Trickett.

Kansas City, Mo.—J. Sidney Smith & Son have leased the Rex Mills eltr. and are now operating it. The Santa Fe Railway Co. recently bot the mill and eltr. and intends to clear the site for switching tracks, but has offered to lease the mill for a year, if they can find any one to operate it.

St. Louis, Mo.—Representatives of the local freight agents and the grain receivers have agreed that payment of freight shall be upon the weights of the Merchants Exchange Weighing Dept. or the Missouri or Illinois Warehouse Commissioners, the receivers giving bond as individuals.

Kansas City, Mo.—Hay inspection fees aggregating \$3,000 are alleged to be due the state from the Prairie Hay Co., Huffine & Co., B. F. Tyler, Russell Grain Co., J. A. Brubaker & Co. and the Carlisle Commission Co., who have refused to pay the fees for the past 8 months because the law is unconstitutional. The railroad commissioners have requested the attorney-general to bring suit to collect.

Kansas City, Mo.—Logan Bros. Grain Co., incorporated, capital stock \$10,000; incorporators, Allen Logan, Fordyce B. Logan, R. W. Hocker, James H. Arnold and James H. Arnold, Jr. The new company has succeeded the Logan Grain Co. Geo. K. Walton, who has been secy. of the old company for two years, will take charge of the shipping and mill order dept. of Goffe & Carkener. Mr. Walton has bot the membership of John Sellon in the Board of Trade.

St. Joseph, Mo.—For two weeks cars of grain standing on track here have been broken into by thieves. The repeated thefts of grain in the Burlington yards mystified the police and special officers until three lads aged 13, 14 and 15 years were caught with stolen cement sacks secreted on their person and about to enter a car, the door of which had been forced. As much as 50 bus. of grain has been sold by the boys to persons keeping chickens. The police released the boys to appear later in the juvenile court.

St. Louis, Mo.—G. C. Martin, representing the Goffe & Carkener Co. of Kansas City, neatly caught a check swindler who presented a letter of introduction from the Logan Grain Co., on the strength of which \$100 was advanced and his or-

der taken to buy 30,000 bus. wheat. Mr. Martin called up the Logan Grain Co., which denied any knowledge of the fraud, who had given his name as Frank A. Minor. Mr. Martin telephoned to a number Minor had given telling him that his purchase had given him 1/2-cent profit and advising him to close the deal and come to the office and collect the amount, \$150. On his appearance Minor was taken into custody.

St. Louis, Mo.—Discrimination against this city and in favor of Omaha, St. Joseph and Kansas City is alleged in a complaint to the Interstate Commerce Commission by the St. Louis Merchants Exchange. Grain rates from St. Louis to points in Arkansas and Louisiana are almost as high as from the Missouri river markets, tho the distance is about one-half to the specified points. Traffic Manager Lincoln for the Merchants Exchange argues that with a rate of 18c per 100 lbs. of wheat and flour and 15c on corn and oats from Kansas City to the points involved, the rates from St. Louis should be 10.44c per 100 lbs. on wheat and flour and 8.7c on corn and oats; with rates of 18c and 15c respectively from St. Joseph, the rates from St. Louis should be 9c and 7.5c, and with rates of 21c and 18c from Omaha, the rates from St. Louis should be 8.4 and 7.2c. Instead the rates are 15c and 13c.

## MONTANA.

Culbertson, Mont.—An eltr. will be built by the Imperial Eltr. Co.

Lewiston, Mont.—Business men of this place have incorporated a company to build a 50,000-bu. grain eltr. The capital stock is \$25,000; directors Herman Otten, G. W. Cook, Harry Yeager and W. A. Lang.

Culbertson, Mont.—A. G. Nordmarken and Frank Walnum, of Granville, N. D., will secure a site for an eltr. Lumber and machinery have been ordered and the eltr. is to be completed Sept. 10. It will be known as the Independent Eltr. They will put in a grain warehouse at Lenark (no p. o.)

## NEBRASKA.

Kimball, Neb.—We have succeeded S. N. Larson.—Brady & Larson.

Madison, Neb.—Patrick Murphy, of Omaha, has bot the eltr. of the Omaha Eltr. Co.

Stanton, Neb.—F. I. Sanders & Co. are erecting a 20,000-bu. eltr. in connection with their mill.

Omaha, Neb.—The Miller Commission Co., of Chicago, has engaged in the option business here.

Humphrey, Neb.—The Hord Eltr. Co. has bot the interest of Thos. O'Shea in the eltr. of O'Shea Bros.

Utica, Neb.—I am working for the Central Granaries Co. at this place.—M. W. Burger, formerly of Leoti, Kan.

Beatrice, Neb.—W. N. Spellman has bot the eltr. of the Central Granaries Co. Mr. Spellman has been in the grain business for 28 years.

Genoa, Neb.—The Lexington Mill & Eltr. Co., of Lexington, has exchanged an eltr. at Columbus for the eltr. of the T. B. Hord Grain Co. at this station.

Omaha, Neb.—All the grain brokers will vacate their present quarters in the Board of Trade bldg. Sept. 30 and remove to the 7th floor of the new Brandeis bldg.

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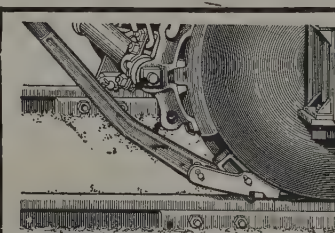


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## Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy Bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

## Grain Dealers Co.

255 La Salle Street, - - - Chicago, Ill.



Gibbon, Neb.—George R. Little, of Belgrade, Neb., will succeed W. H. Smith, who recently resigned his position as agent for the T. B. Hord Grain Co. at this place.

Juniata, Neb.—Sparks from a Burlington engine set fire to the roof of the J. M. Sewell Co.'s eltr. Aug. 21. The town has no protection but by a bucket brigade the fire was extinguished.

Omaha, Neb.—A committee will thoroughly investigate the financial condition of the Egg-O-See Co. before subscribing for the bonds to be issued for the construction of the plant at this city. It has been suggested that the Omaha Grain Exchange take \$50,000 of the \$500,000 of bonds to be issued, because the coming of the breakfast food concern would improve the grain market.

Omaha, Neb.—Grain shippers along the short line from O'Neill to Sioux City testified before the state railroad commission recently that since the Aldrich bill went into effect no Great Northern cars could be obtained for loading to Omaha. Great Northern cars had to stand empty while dealers were waiting for Burlington cars to be sent. The Omaha Grain Exchange also showed by Secy. McVann that the Great Northern owns the short line and is responsible for the discrimination against the Omaha market. The railroad commissions of both Nebraska and Iowa have ordered the Great Northern to cease this discrimination.

### NEW ENGLAND.

Uxbridge, Mass.—I have bot the eltr. formerly owned by N. A. Inman. Mr. Inman is dead. The other dealers at this place are Daley Bros. and Taft Bros.—John E. Hollis.

Boston, Mass.—G. O. Kierstead of Hartford, Conn., a coal dealer, has succeeded Mr. Humphreys as a director of the New England Grain Dealers Mutual Fire Insurance Co.

North Cambridge, Mass.—A freight car loaded with hay caught fire near the eltr. of the J. Cushing & Co.'s eltr. Aug. 21, and caused a loss of \$2,000 on the building and contents, valued at \$10,000.

### NEW YORK.

New York, N. Y.—The Jurgen Rathjen Co., incorporated, capital stock \$5,000; incorporators, Jurgen Rathjen, J. Edward Rathjen and Matilda W. Rathjen, of Long Island City.

Buffalo, N. Y.—The Husted Milling Co. has succeeded the Husted Milling & Eltr. Co., a change of name only, as the eltr. branch of the business will be conducted separately.

Rochester, N. Y.—The Whitney Eltr. Co. is defendant in a suit for \$5,000 damages for personal injury, brot by Guiseppe Catanoso, who alleges injury by the fall of a stack of sugar in bags.

Albany, N. Y.—The establishment of reciprocal demurrage rules is foreshadowed in the comprehensive inquiry begun by the new public service commission calling for data upon the car service rules now enforced.

Buffalo, N. Y.—The Buffalo Cereal Co.'s plant was partly destroyed by fire Aug. 23. The loss on the building is \$5,000 and on the machinery about \$30,000, covered by insurance. The blaze originated in a grain bin on the top floor.

New York, N. Y.—Edward C. Paull, a member of the Produce Exchange who operated eltrs. at Taunton, Mass., and

tailed in 1906 with \$270,000 liabilities, has been granted a discharge in bankruptcy. Since the failure he has been conducting a flour commission business.

Buffalo, N. Y.—The new public service commission is to hold a hearing at this city between Sept. 15 and 20 on freight charges, delays in transportation and failure to furnish cars. The transportation committee of the Chamber of Commerce made a report on car service and demurrage charges which will be presented to the Public Service Commission Sept. 16.

Albany, N. Y.—The New York State Shippers Protective Ass'n has complained to the public service commission against the New York Central, Lackawanna, Erie, Lehigh Valley and Pennsylvania roads, asking that the roads be required to properly equip cars with grain doors and bulkheads; and that the shippers receive the same treatment from the railroad companies on demurrage charges that the railroads exact from the shippers. The pres. of the ass'n is Francis J. Ferrin, of Rochester, and the secy. is Hyatt C. Hatch, of Atlanta.

Buffalo, N. Y.—The insolvency of the Niagara Milling & Eltr. Co. having been admitted by Chas. A. Chase, secy. and treas. the petition of creditors that a receiver be appointed was granted by the court Aug. 24. Geo. W. Bartlett, receiver, was authorized to sell all perishable goods, including grain in the plant valued at \$10,000. The order of sale having been opposed by the American Warehousing Co. the court ruled that the proceeds be deposited in a bank, the title to the money to be decided later. The warehousing company had a contract with the late James H. Rodebaugh to store grain in his eltr., known as warehouse No. 32, on which Rodebaugh then gave the warehousing company a lease, afterwards pledging receipts with a bank for a loan. Two cars of corn in the plant have been replevined by the Michigan Central Railroad.

### BUFFALO LETTER.

The up-town grain and feed business of J. H. Rodebaugh, a separate affair, is in the hands of George Gisel, the surviving partner, it being quite separate from the milling company.

The Husted Milling & Eltr. Co. has taken out its permit for the 400,000-bu. addition to its feed mill and eltr., the estimated cost being \$80,000. The company has prospered greatly almost from the start.

Some of the dealers are selling buckwheat at this unseasonable time of the year, it being a little of the old crop that needs to get out of the way of the new. It brings \$1.25 for 100 pounds and goes for chicken feed.

It is found that the short receipts of mill feed from the west are as marked as ever. For August the lake receipt of only 136,210 sacks of feed was only half the amount for August last season and so the prices still go up.

A demand for coal and oats that exceeds the supply is now reported, especially as the car movement is slow and orders are filled in an irregular way. The consumer feels obliged to take what he can get at almost any price.

It is a little odd that there is quite an amount of grain coming in here by rail and going into eltr. for storage. The lake grain business has run very low of late and there is not much promise of a revival this fall. The small crop is to

blame for this, as oats are often the great part of the grain moving at this time of the year.

John C. Strickland, who went to Edmonton in the Canadian Northwest some years ago with the idea that it was the finest country in the world, has changed his mind since the terrible winter was followed by such a cold wet summer and will come to Buffalo and go into the grain brokerage business. He is a relative of H. G. Anderson.

The canal break at Syracuse is now repaired and the 400 boats that have been tied up there are moving, but the season is spoiled, tho the 5-cent rate on wheat to New York will do something towards making a good profit. Work on the barge canal is said to be progressing well, but even those who say so do not look for its completion inside of ten years.

Since eggs and poultry have become so high the chicken-feed trade has grown very fast and there is demand for all sorts of grain to satisfy it. Some dealers are selling durum wheat in that trade at 86 cents for No. 2 in store and say that it goes all over the eastern part of the country from here. Millers claim not to be using it, but dealers say that they will work into it, just as they did into Kansas wheat after rejecting it so long. They are using Kansas in place of spring wheat so much now that it sells for \$1.00, with red winter 6 cents under it.

Closing of the Erie canal during August is regretted as it has again become a fine grain carrier and has regulated rates east, as well as disturbed eltr. business here all the season. First the independent eltrs. gave free elevation to canal grain, then the pool followed and the railroad eltrs. did something by way of absorbing some of the freight. Then the pool got into trouble by giving the flour mills here with lighters the same free elevation and the mills that had no lighters made a fuss and threatened to appeal to the Interstate Commerce Commission, so the pool restored its charges and let the independent eltrs. have the business.—J. C.

### NORTH DAKOTA.

Montpelier, N. D.—The Lyon Eltr. Co. will erect an eltr.

Coteau Sta., Ward P. O., N. D.—A. E. Frebel will erect an eltr. here.

Ambrose, N. D.—W. R. McGlenn & Son are constructing a large eltr.

Cleveland, N. D.—Pierce Blewett of Jamestown contemplates building an eltr.

Fredonia, N. D.—The new eltr. of the Standard Grain Co. has been completed.

Goodrich, N. D.—A 40,000-bu. eltr. will be erected by the Billigmeier Mercantile Co.

Lidgerwood, N. D.—P. L. Cainsforth has opened the eltr. of the Cargill Eltr. Co.

Enderlin, N. D.—Jake Thill will take charge of the eltr. of the Royal Eltr. Co.

St. Thomas, N. D.—The Thorpe Eltr. Co. has completed extensive repairs on its eltr.

Todd Sta., Williston, P. O., N. D.—A. L. Gesche will erect an eltr. at this place.

Montpelier, N. D.—The eltr. and coal sheds of Andrews & Gage were burned Aug. 24.

McCumber, N. D.—Fire was discovered in the Imperial Eltr. Co.'s eltr. but was

extinguished before it got much headway.

Bowdon, N. D.—The Occident Eltr. Co. will erect an eltr. with a capacity of 40,000 bus.

Bismarck, N. D.—The railroad commission recently approved the bonds of 1,200 eltrs.

Napoleon, N. D.—The Farmers Eltr. Co. has changed its name to C. H. Chase Lumber Co.

Granville, N. D.—Oliver G. Nordmarken has bot the eltr. and coal business of H. K. Smith.

Harlem, N. D.—Mr. Sankey of Cando will take charge of the eltr. for the National Eltr. Co.

Plaza, N. D.—Ole K. Lee will take charge of an eltr. here for the Osborne-McMillan Eltr. Co.

Millers Spur Sta., Bordulack P. O., N. D.—The Independent Grain & Fuel Co. has built an eltr. here.

Bantry, N. D.—Work has started on the eltr. of the R. A. Fox Eltr. Co., which was burned recently.

Lakota, N. D.—A. E. Bruce, of Weaver, will take charge of the eltr. of the St. Anthony & Dakota Eltr. Co.

Litchfield, N. D.—The D. B. S. Johnston Land Co., of St. Paul, will erect an eltr. with a capacity of 40,000 bus.

Orr, N. D.—The farmers have organized and are erecting a 40,000-bu. eltr. C. F. Eaton, of Lankin, will have charge of it.

Colgate, N. D.—John Orser has gone to House siding (no p. o.), where he will buy grain for the St. Anthony & Dakota Eltr. Co.

Grand Forks, N. D.—The Union Eltr. Co. has been organized, with Capt. Griggs, pres.; Wm. Budge, secy.; and J. Walker Smith, treas.

Orr, N. D.—G. J. Stoppel, agent for the St. Anthony & Dakota Eltr. Co., is putting in a new distributing system and making other improvements.

Bathgate, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, Alex. Morrison, Willard Hodgson, J. J. Auger and others.

Douglas, N. D.—W. J. Loomis is erecting a modern eltr. at this place, to be completed for this year's crop.—Wm. J. Peterson, agt. the Lyon Eltr. Co.

Edgeley, N. D.—Work has been commenced on the 40,000-bu. eltr. for the Lyon Eltr. Co. by L. O. Hickok. John McPhee is to have charge of the plant.

Zeeland Sta., McIntosh P. O., N. D.—The Farmers Eltr. Co. has been organized. Peter Mitzel, pres.; John Bader, secy. The company will build a 30,000-bu. eltr.

Hurd, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$50,000; incorporators, Jerry Keeler, of Lansford, J. E. Raftery, A. E. Hall and others of this place.

Sykeston, N. D.—The Lyon Eltr. Co. has bot the eltr. of the Gribbin-Alair Grain Co., and took possession on Sept. 1. A. A. Hendricks will continue as manager.

Patterson, N. D.—Peter, Thomas and Jack Connole and Nels-Nelson of Sherwood have organized a company, and will erect a 30,000-bu. eltr. Mr. Nelson will manage it.

Tolley, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, Martin Rasmussen, of Kenmare,

Rasmus Miller, R. A. Ogard and others of this place.

Enderlin, N. D.—Tom Dye, who has been agent for the Atlantic Eltr. Co. at this place, has been transferred to Lidgerwood and will continue in the employ of the same company.

Mercer, N. D.—I have taken charge of the eltr. of the Andrews & Gage Eltr. Co. at this place. I was formerly with the Eagle Roller Mill Co. at Lebanon, S. D.—H. C. Wirst.

Washburn, N. D.—I will take charge of the eltr. of the Farmers Eltr. Co. at this place. I have been with the Farmers Eltr. & Mercantile Co. at Boyd, Minn., for the past 2 years.—J. E. O'Hara.

Newberg, N. D.—The National Eltr. Co., of Minneapolis, Minn., has let the contract to T. E. Ibberson for the erection of a 30,000-bu. eltr. at Larson, a siding between this place and Maxbass.

Fessenden, N. D.—Albus & Krueger, who bot the eltr. of the Dakota Eltr. Co. a year ago, have bot an eltr. with a capacity of 30,000 bus. at Kensal. Frank Bowers, who bot for the company last fall, will run the Kensal house, and Karl Krueger will have charge of the house here.

Harvey, N. D.—Frank Ell and Ferdinand Senger have bot the eltr. of the Royal Eltr. Co. The eltr. and flat houses have a capacity of 30,000 bus. The price paid for the eltr. was \$6,000. Mr. Senger will have charge of it, and Mr. Ell will continue as mgr. of O. L. Jensen's implement business.

Kensal, N. D.—Albus & Krueger, of Fessenden, have bot the new eltr. of Judd Williams. Mr. Williams has started his second year as mgr. of the eltr. of the Kensal Farmers Eltr. Co. The company has finished rodding its eltr. The Minnekota Eltr. Co. expects to have its eltr. completed soon. It will have a capacity of 3,000 bus.

Bismarck, N. D.—The railroad commission recently completed the hearing of the complaint by farmers against the Andrews & Gage Eltr. Co. Attorney Hardy for the defendants moved to dismiss the case on the ground that the commission had no jurisdiction to revoke licenses of eltrs. and that the license in question had already expired by limitation, and that the plaintiffs had not made a case against the company as violating the laws of the state. Attorneys Lasell and Hardy argued the matter briefly before the commission, and it was taken under advisement and will be taken up again by the board at its meeting in Grand Forks in October.

Dazey, N. D.—The Rasmusson Eltr. Co. has endeavored in vain to buy a car of coal at Minneapolis and Duluth. The grain commission firm with whom Mr. Rasmusson does business wrote him that the dealers would not ship to him because there was a regular coal dealer at Dazey, and that there was a strong combine. Mr. Rasmusson has written the officials of the Northern Pacific Railroad asking how the people of North Dakota can secure a supply of coal for the winter when the dealers are not laying in a sufficient supply. He contemplates calling the attention of the Interstate Commerce Commission to the alleged conspiracy in restraint of trade.

Fargo, N. D.—The constitutionality of the new law requiring line eltr. companies to furnish local agents with certificates of weight and inspection to be posted up at the country eltr. will come before the state supreme court at the fall term, a



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test case having been begun by the Minneapolis & Northern Eltr. Co., against which States Atty. Barnett has filed complaint that the company has refused to post at Argusville the certificates of grading and weight of two shipments of wheat to Minneapolis and flaxseed to Duluth. In the district court in this city Aug. 23 the company pleaded guilty, was fined \$100 and took an appeal to the supreme court.

### OHIO.

Wilmington, O.—James & Metzger have succeeded J. V. Metzger & Co.—J. V. Metzger.

Melvin, O.—James & Metzger, of Wilmington, have bot the eltr. at Melvin, of Bradstreet & Hiatt.

West Alexandria, O.—L. E. Lease, of West Manchester, has a new smokestack on his eltr. to replace the one that fell down.

Caledonia, O.—The flour mill and grain eltr. was sold at receiver's sale Aug. 24 and was bot by G. W. Thuro, who formerly owned the property.

Wooster, O.—The city scales here have been weighing against the buyers a few hundred pounds on loads above 500 lbs., causing considerable loss.

Mt. Cory, O.—The Farmers Eltr. & Grain Co. has let the contract to the Burrell Engineering & Construction Co. for the erection of an eltr. to cost \$7,000.

Cincinnati, O.—The Interstate Grain Co. has had plans made by the Burrell Engineering & Construction Co. for a transfer house of 5,000 bus. daily capacity.

Wapakoneta, O.—The Wapakoneta Grain Co., incorporated, capital stock \$25,000; incorporators, E. Sheets, H. E. Sheets, J. C. Paul, J. E. Russell and A. J. Hess.

Toledo, O.—The Barnes Grain Commission Co., incorporated, capital stock \$10,000; incorporators, Chas. W. Barnes, Rolla J. Wendt, J. I. Blose, L. A. Trepanier and J. S. Phillips.

Columbus, O.—The B. & O. and B. & O. S. W. have yielded to the pressure brot by the Ohio Shippers Ass'n and will adopt the car service rules of the state commission on interstate traffic.

Payne, O.—The cost of the new eltr. built by Brady Bros. was erroneously reported in this column Aug. 25 as having been \$3,000; whereas the actual cost of this up-to-date plant was close to \$10,000.

Columbus, O.—The Ohio Grain Dealers Ass'n will hold its regular fall meeting three weeks later than usual on account of the backward corn crop, as the discussion of "new corn" will be of unusual interest this year. The meeting will be held at this city in the Chittenden hotel Tuesday, Nov. 5.

Columbus, O.—It is reported that all but two of the railroads have agreed to adopt the car service rules of the State Railroad Commission. The roads which have not adopted the state rules are the Chesapeake & Ohio and the Cincinnati Southern. These roads have only termini within the state.

Toledo, O.—Wreckers are taking down the large Wabash Eltr. No. 4, and with the removal of the old house there passes one of the landmarks of the former prestige of this city in the grain trade. It is said that during 1881 Wabash Eltrs. No. 4 and No. 5 handled 34,000,000 bus. of grain. The site is to be used for switch tracks.

Cincinnati, O.—Wm. L. Brown, who recently started in the commission business at this point, began business three years ago in a feed store. Business kept growing and he kept faithfully watching his interests and those of his customers until he became a member of the Chamber of Commerce with a large commission trade. He makes a specialty of hay.

Lindsey, O.—The Farmers Mercantile & Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for a cribbed house of 20,000 bus. capacity, covered with corrugated iron and equipped with Constant Sheller, Monarch Attrition Mill and Monitor Cleaner, the power being furnished by a 32-h. p. Fairbanks-Morse Gasoline Engine.

Ashland, O.—B. H. Palmer, the pioneer grain dealer and member of the firm of B. H. Palmer & Son, died Aug. 23, aged 77 years. Mr. Palmer was a native of Pennsylvania and went to Ohio at an early age, taking up his residence at Ashland in 1890, where he embarked in the grain business. He is survived by three daughters and two sons, J. C. Palmer, and W. T. Palmer of Celina.

### TOLEDO LETTER.

Guy Major will erect an eltr. in Toledo, on the river front between the Union Eltr. and the East Side Iron Eltr.

Fort Recovery, O.—Superintendent E. T. Riese of the Jay Grain Co.'s eltr. met with an accident this week which necessitated the amputation of his leg.

Movement of wheat during August was about 2,000,000 bus.; against 880,000 bus. last year. Corn and oats are both moving very slowly, the easy financial condition of Ohio farmers being designated as the cause.

There is some complaint among the local grain dealers against the overly rigid grading of oats in Chicago. The fact that the contract stamp is put on only five or ten cars out of 400 has caused comment, and the suggestion that the contract grade should be lowered or provision made for the delivery of No. 3 white at a reasonable discount. Grading here is done as usual and is much more liberal.—S.

### OKLAHOMA

Woodward, Okla.—C. B. Cozart is erecting a grain office.

Kingfisher, Okla.—I have sold my eltr. to S. T. Alexander and will leave at once for Seattle.—A. T. Haines.

Billings, Okla.—The Antelope Grain & Trading Ass'n, incorporated; \$19,000 capital stock; directors, C. S. Harvey, P. C. Lamb and N. B. Shultz of Billings and J. Glendering of Perry.

Guthrie, Okla.—I am engaging in the grain business at this point with a view to operating eltrs. and shellers. For a number of years I was connected with the Capital Grain Co. and later in the employ of the Enid Wholesale Grain Co.—D. O. Green.

Cherokee, Okla.—W. W. Miller & Sons have incorporated the Alfalfa Meal & Milling Co., capital stock \$25,000; L. E. Stone, pres.; A. J. Butts, vice pres.; C. M. Davis, treas., and L. L. Wiles, secy., and has let the contract to Chas. A. Tappan for the erection of a mill.

### OREGON.

Portland, Ore.—Committees of the grain exporters and the grain handlers

union have held meetings to arrange hours and wages for the ensuing year.

Pilot Rock, Ore.—The new warehouse of the Balfour-Guthrie Co. is about completed. The Pacific Coast Eltr. Co. will erect a warehouse as soon as the lumber arrives.

### PENNSYLVANIA.

Lancaster, Pa.—The Pennsylvania Millers Ass'n will hold its annual meeting at this city Sept. 25, 26 and 27.

### PHILADELPHIA LETTER.

The oats men on 'Change have been guying the wheat men with the problem that at present prices and number of pounds to the bushel, it costs more to feed a horse than a man.

The deep water channel of 30 ft. is about completed in the Delaware river, which will permit the big trans-Atlantic liners to carry heavier grain cargoes abroad from this port.

Two single cargoes, each 60,000 bus., of corn were shipped within a week. Since Jan. 1, 5,883,636 bus. of corn have been exported and there is an increase of 329,797 barrels of flour shipped abroad.

A movement is on foot which may lead to the establishing of an extensive land and water system along the Delaware river front, similar to the Bush Terminal at Brooklyn, which cost \$15,000,000, and is said to be the greatest of its kind in the world. The grain men here are quite jubilant over the matter, and the plans put forth for such an unlimited modern railroad and steamship terminal here are said to be entirely practical.

Philadelphia is making a new high water mark record for its grain exports and it has been years since there is as much increased activity among the representatives of foreign grain shipments as at present. Recent grain clearances from this port have been unusually large. In eight separate cargoes 617,710 bus. of wheat have gone abroad with a total of 1,591,345,345 bus. exported during August, and since the beginning of the year the footing is over 7,713,344 bus., an increase of more than 5,529,908 bus., compared with the same period last year. The steamer Guernsey in a single cargo to be delivered at the Tyne dock sailed with 233,710 bushels of wheat.—S. R. E.

### PITTSBURG LETTER.

We are going to quit sending telegraphic messages until the service is improved.—R. A. Sheets.

Lots of oats coming here nearly all grading No. 3 and testing from 28 to 30 lbs. per bu.—Chas. Culp, chief inspector.

We need a good big terminal eltr owned by the railroads that would handle grain economically and provide us with official weights.—Hardman & Heck.

I have been in business here for forty years and never in my life did I see oats start in at so high a price in the fall and hold to that price. I tell you I am a bear on oats now.—Peter Keil.

I want to say for the benefit of the grain dealers who will attend the National Convention that as chairman of the Transportation Comite I have a very interesting report to make.—H. G. Morgan.

The new Manchester hay and grain yards have been greatly enlarged and this will enable the railroads to handle 75 per cent more cars than heretofore. This

is very important to Pittsburg.—H. G. Morgan.

While I have been in business here for forty years I am beginning to drop out of it and turn the business over to my son who practically has charge of it now. In all those forty years our business has increased in volume every year.—R. D. Elwood.

At the close of the business year June 1 the figures show that this market has handled several thousand car loads of grain as follows: shelled corn, 1,599; ear corn, 1,260; oats, 5,598; rye, 545; feed, 751; hay, 10,132; straw, 984.—O. C. Alexander, Supt.

The Pittsburg Transfer Eltr. Co. has succeeded N. Morton, with Mr. Morton as pres. The purpose of the company is to build an eltr. which is now under construction at Sheridan yards. While the eltr. is a private warehouse, it will be more or less used for public business.

While it would hurt me as well as many other dealers I am anxious to see the farmers let go of their oats and break this market, for the teamsters around here who buy thousands of bushels tell me they can't make any money at teaming even at \$6 per day on account of the high price of feed.—John R. Johnson.

One of the things that are hurting us here more or less is when the grain dealer ships his grain directly to our customers thus cutting us out of our commission. It's along the same line and involves the same principle as when the farmer ships his stuff direct to the commission man and cuts out the grain dealer.—Austin Bros.

Our firm is the oldest in Pittsburg, my father having started in the grain business here in 1859 and has been continuously in the business here since. He brot the first carload of grain into this city by rail. At that early period all grain was transported on the river and all grain supplies were then drawn from Penn.—John Floyd.

The oats and corn market here has been very good while the hay receipts have been heavy and the market for it easy. Strictly No. 1 hay has found a ready sale, but the low grade has not been so easy to dispose of. This is a good grain market because we have a great local demand for grain and we supply nearly all of the western portion of this state, as well as ship quantities of grain east.—Philip Geidel.

One of the most important things to the grain business of this city has been the installation of a Hess Drier by the Central Eltr. Co. We have had a great deal of trouble in times past with hot corn we could hardly dispose of for the shipper at any price, but the Drier here will enable us to have hot grain put into marketable shape. In twenty years here we have never known new oats to sell so high for so long a time.—R. S. Martin.

We would just like to put in a few words about the old but important subject of cooerage of cars. We have been receiving split cars a great deal lately and the dealer seems to think about all it is necessary to do is to put up a sack between the grain. When it gets in here it is mixed up and causes trouble and needless loss. I would say further if the shippers would only clean their oats instead of sending them to market in such dirty condition they would save at least 1½ to 2c per bu. on them.—R. A. Sheets.

There is one thing that this city enjoys over any other distributing center,

and that is, grain shipments may be reconsigned east at same thru rate as point from which shipment originated. If the dealers of Philadelphia for instance want to send grain east they have to stop it at some junction such as Altoona to rebill it to interior trade. Shipments from here are protected by thru rates. This gives our dealers an opportunity to inspect their grain before it goes to purchaser and they know what they are sending to customers, but eastern markets can't do this.—Sec'y Guyton.

The Western Union and Postal Telegraph companies at this point declare they are giving good service, but the grain men know differently and many of them can show letters wherein their customers state that the telegram to them for business arrived with confirmation by mail. It seems the companies are accepting the telegrams "subject to delay," and in case the dealer is caused a great loss he stands no chance to obtain damages. The dealers here hope that some concerted action will be taken by those interested in the grain business all over the country. They are ready to join any legitimate movement to obtain adequate telegraf service.

In these days of high prices of grain Pittsburg grain dealers find the conditions under which they sell grain a little bit troublesome and quite expensive. This city has the greatest local demand for feed of any city in the world without question, and the retailers who buy purchase on 30 days' time from the members of the Grain Exchange who have to pay sight drafts in order to get grain here. A few car loads of grain to a customer soon ties up an enormous amount of capital and it is this subject that has worried the dealers since high prices have reigned. Every dealer on 'Change, however, has been able to carry his business, a fact which speaks well for the Exchange members.

Pittsburg inspection under the supervision of Chief Inspector Culp is very satisfactory according to the verdict of the dealers here, but this market needs a transfer eltr. where all the grain could be carefully weighed. If a commission merchant purchases a carload of grain from a dealer in Ohio for instance, and reconsigns it to a customer, and there happens to be a discrepancy between the weights of the shipper and the party who receives it, it makes a great deal of trouble and worry for the commission man and often loses him trade one way or the other. If Pittsburg had a railroad eltr. as other large terminals have where the grain could be weighed in transit this trouble would be obviated.

## SOUTH DAKOTA.

Peever, S. D.—C. J. Rice is erecting an elevator.

Iroquois, S. D.—C. H. Beach, of Montrose, has bot an eltr. here.

Emery, S. D.—J. P. Arend will manage the eltr. of Greig & Zeeman.

Hartford, S. D.—The Farmers Eltr. Co. will build an addition to its eltr.

Centerville, S. D.—T. I. Gunderson will erect an addition to double the capacity of his eltr.

Badger, S. D.—John Weidenkopf will erect an eltr. and hopes to have it ready in 6 weeks.

Hoven, S. D.—E. J. McGienn has let the contract to T. E. Ibberson for the erection of an eltr.

Shelby, S. D.—I have entered the em-

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ploy of the Victoria Eltr. Co. at this place.—L. G. Parker.

Ortley, S. D.—The farmers have let the contract to A. J. Clark for the erection of a 30,000-bu. eltr.

Labolt, S. D.—The farmers eltr. has been opened for business, with Philip Malkerson as grain buyer.

Albee, S. D.—Thos. Cronan of Altamont has taken charge of the eltr. for the McCaul-Webster Eltr. Co.

Sherman, S. D.—The New London Milling Co., of Willmar, is making extensive improvements on its eltr. at this place.

Castlewood, S. D.—F. J. Reid and M. D. Burge have bot the eltr. of the Western Eltr. Co. F. J. Reid will conduct the business.

Tripp, S. D.—Schafer Bros. & Co. have bot the eltrs. of the Peavey Eltr. Co. at Windon, Mountain Lake, Worthington, and Limecreek, Minn.

Parkston, S. D.—W. A. Dings of this place has gone to Flandreau, where he will take charge of the eltr. recently bot by himself and Chas. Zehnptennig.

Beresford, S. D.—The grain eltr. of Senator J. T. Scroggs was robbed Sept. 5, the thief gaining admission by prying open a window. About \$10 was secured.

Northville, S. D.—The G. W. Van Dusen Co. has let the contract to T. E. Ibberson for moving its house from the Northwestern to the Minneapolis & St. Louis tracks.

Huron, S. D.—Vaughan & Brackett, of Minneapolis, have bot the eltr. of the Northwestern Eltr. Co., and will do business under the name of the Huron Grain Co., with John Windherst, Jr., as mgr.

Vermillion, S. D.—The Farmers Eltr. Co.'s eltr. has been completed. R. D. McCoun, of Craig, Neb., has been chosen as buyer for the company. He has been in the grain business for 17 years. About 100 farmers own stock in the eltr.

Avon, S. D.—L. A. Hingman, of Wagner, has succeeded B. L. Wilcoxon as agent for the Strohheim Eltr. Co. Mr. Wilcoxon has accepted a position with the Perry Eltr. Co. at Ireton, Ia. The Strohheim Eltr. Co. is successor to J. W. Eggers & Co.

Burbank, S. D.—The Grain Dealers Journal contains a great many points that are helpful to a new man and to old heads, too. It gives a man an idea of what bordering states are doing, and the quality of grain in different parts.—W. C. Cheney, agt. A. A. Truax.

Conde, S. D.—The branch of the Minneapolis & St. Louis Ry. from this place to Le Beau has been completed, and opened for traffic to Hoven. J. K. Fridley and Al. Lewis have secured sites on the line and have let the contract for an eltr. to be completed by Sept. 15. They will also put in coal sheds.

Harrisburg, S. D.—The new eltr. of the South Dakota Grain Co. is about completed. It will cost \$5,000, and will have a capacity of 25,000 bus. The company's headquarters are Parkston, and it owns 25 or 30 eltrs. in this state. John Doering is the general manager. J. S. Stoneback will have charge of the eltr. here.

Rowena, S. D.—The new eltr. of the Northwestern Eltr. Co. has been completed. The company has also built additional coal bins. The Western Eltr. Co. has built a new eltr. here this fall, with a capacity of 25,000 bus. The company has also enlarged its coal sheds

12x16 ft. N. C. Libbey is in charge of the eltr.—G. H. Perry.

Dell Rapids, S. D.—E. N. Morgan will succeed J. R. Shirey as agent for the N. J. Olson Eltr. The N. J. Olson Eltr., together with other eltrs. on the Milwaukee line between this place and Madison, has passed into the hands of W. I. Thompson, of Madison. Mr. Morgan has been agent for the D. Rothschild Grain Co. during the summer. Henry Rohlke, of Rock Rapids, Ia., will succeed him.

Gregory, S. D.—The new eltrs. along the Gregory extension of the C. & N. W. R. R. are those of Simmons, Wm. Krotter Co., Nye Schneider Fowler Co. and Farmers Eltr. Co. at Herrick; and Nye Schneider Fowler Co. and Klufa & Co. at Burke; and Nye Schneider Fowler Co., Wm. Krotter Co. and Von Seggern Bros. at Gregory. Carl D. Von Seggern, formerly of Hooper, Neb., has charge of the office while Fred Von Seggern looks after the yards and eltr.—E. C. Lynn, agt. Wm. Krotter Co., St. Charles.

### SOUTHEAST.

Atlanta, Ga.—After a hearing to-day the state railroad commission will formulate rules for reciprocal demurrage.

Williamston, N. C.—The Williamston Hay & Grain Co., incorporated, capital stock \$20,000; incorporators, Frank F. Fagan, C. B. Hassell, Jno. D. Biggs and Wheeler Martin.

Macon, Ga.—B. W. Williams, a traveling salesman for the Washburn-Crosby Co. in this territory, has resigned his position and will enter the wholesale flour and grain business under the name of the B. & W. Grain Co.

Richmond, Va.—A special committee of the Grain Exchange consisting of Henry W. Wood, S. T. Beveridge, W. F. Richardson, Jr., W. Gary Bragg, W. T. Selden and R. A. Justis is urging upon the railroad companies the necessity of building a large terminal storage eltr. to care for the increasing grain trade of this city. The total number of bus. of grain handled here increased from 4,534,000 bus. in 1905 to 7,699,000 bus. during the crop year ending in 1907.

### TENNESSEE.

Nashville, Tenn.—The Capital Grain & Milling Co., recently incorporated, has succeeded the Capital Grain Co.

Humboldt, Tenn.—The Hardy Grain Co. has erected a warehouse 100x36 ft. at the eltr. and mill and made other improvements.

Huntsville, Tenn.—F. M. Hopkins & Co., of Shelbyville, have secured a site and will establish a flour mill. The mill will have a capacity of 500 bbls. of flour daily.

### NASHVILLE LETTER.

The McLemore Grain Co. is building a large hay warehouse adjoining its big eltr. in West Nashville. Several dealers will use the warehouse.

Grain dealers in Nashville are exceptionally well pleased with present conditions and the prospects for future business. The summer business has been good and the trade has remained steady.

H. G. Hill & Co., who purchased the Dixie Milling Co.'s plant here several weeks ago, have remodeled the plant, increased its capacity about 40 per cent and are now turning out meal, chops and feed again.

Both the railroad companies in Nash-

ville are making extensive improvements, largely for the benefit of grain dealers and mills. During the summer six miles of new tracks have been put in and about that amount of work is in prospect for the fall.

J. A. & O. L. Jones are installing machinery in their new flour mill in North Nashville. The building is thoroly modern and is being fitted with the most improved machinery. This company is also having a 25,000-bu. elevator built by Schuyler & Schuyler, which will be completed in thirty days.

At the Hermitage Eltr. the Illinois Central Railroad has completed a large warehouse for the use of its customers. It is a handsome plant and is large enough to handle over one hundred car loads of hay and other products per day. The tracks are so arranged that cars can be moved out of the way by gravity.

The J. H. Wilkes Co. is building a 25,000-bu. eltr. near the plant of the Hughes Warehouse & Eltr. Co. Schuyler & Schuyler have the contract. The foundation has been laid and the walls are fast going up. Plans are now being made for a hay warehouse for the Wilkes Co. and it will be built as soon as the eltr. is completed.—W.

### TEXAS.

Nocona, Tex.—I am out of the grain business.—W. S. Thurston.

Archer, Tex.—J. Perry Burrus, of McKinney, is about to erect a flour mill and grain eltr.

Fort Worth, Tex.—The Alfalfa Stock Food Co., which removed from Salina to this city, has bot a building and begun the manufacture of its feed.

Port Arthur, Tex.—A brick drier house 58x18½ ft. and 5 stories high will be erected by the Kansas City Southern Railroad at a cost of \$12,000.

Dublin, Tex.—The Dublin Mill & Eltr. Co., incorporated, capital stock \$100,000; incorporators, F. A. Wieser, H. M. Wieser, V. E. Wieser and J. F. Wieser.

Port Arthur, Tex.—Nothing is doing yet in grain shipments from this port. The J. Rosenbaum Grain Co. has leased the eltr. for another year.—C. H. Evans.

Waco, Tex.—The Waco Mill & Eltr. Co. is having its eltr. remodeled by the P. H. Pelkey Construction Co., which is also building a concrete warehouse 45x160 ft.

McGregor, Tex.—The McGregor Milling & Grain Co., incorporated, capital stock \$30,000. A. J. Hickerson, pres.; and C. C. Edwards, secy. The company will erect an eltr. to cost \$10,000.

Austin, Tex.—The state railroad commission on Sept. 10 hears the shippers and railroads on the change in the assessment of the stop over charge of \$2 per ton on corn and oats, from outbound to inbound cars.

Beaumont, Tex.—The Farmers Canal Co. will build a new rice mill either at this place or Stowell on the Gulf & Interstate railroad. The company acquired the properties of the Trinity Rice Land & Irrigation Co. several years ago. It will be a first-class mill, and will have a capacity of from 800 to 1,000 bbls. per day.

In this column Aug. 25 J. A. Hughes of Howe, Grayson Co., inquires whether any Texas shippers have collected any penalties from railroad for failure to furnish cars. In reply I would say that B. F.

[Continued to Page 310.]

## New Regulations on Minimum Weights.

The new regulations governing minimum weights on grain as filed with the Interstate Commerce Commission, are referred to by the railroads in circulars recently sent out calling the attention of shippers to the rule that the marked capacity of car is the minimum weight for grain. The only exception to the rule, says the Rock Island road, is in the case of ear and snap corn, on which minimum will be the actual weight when loaded to the full carrying capacity of the car, with final minimum of 24,000 lbs., and on oats and barley, on which the minimum is fixed at ten per cent less than the marked capacity of the car. Concerning oats, the tariff further provides that in case cars are loaded to their full bulk capacity and agent's attention is called to it, he will make notation on the B/L and waybill, to that effect, and in such cases charges will be assessed on basis of the actual weight of contents, but not in any case less than 30,000 lbs.

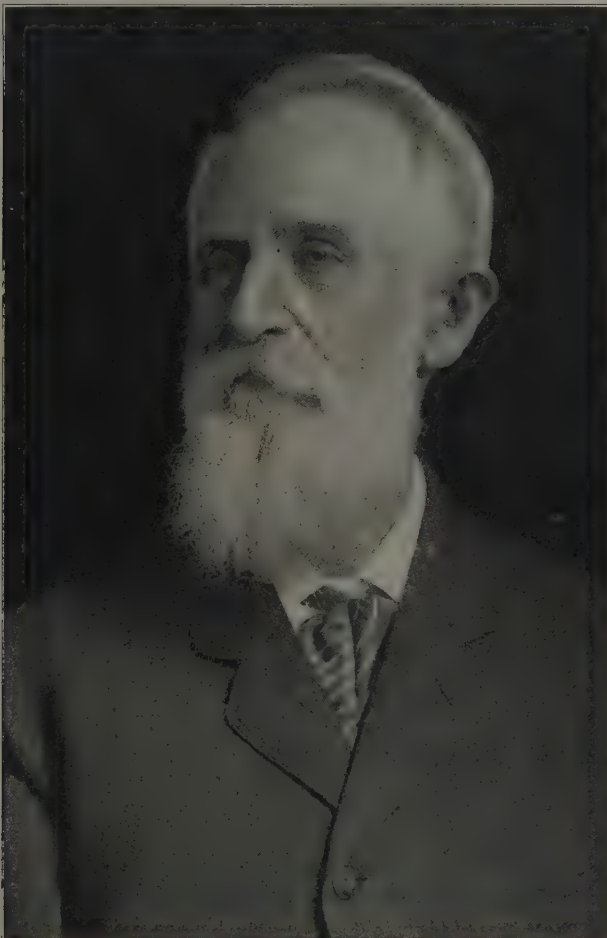
After a careful check of the movement over these lines for a given period, we find that all of our equipment, and that of our connections which we have handled, will readily carry these minimums,

and in order to make the most of the car supply we have determined to place these minimums in effect and earnestly desire the co-operation of the grain trade in making the new rule a success. It being demonstrated that our cars will carry these minimums, it is only reasonable to ask our patrons to load them as

If by placing these minimums in effect we can, by the co-operation of the grain dealers, secure 10 per cent better loading of our available equipment, it simply means 10 per cent more cars to offer to the public.

The attention of the shippers is called to the fact that the grain line, as marked in any cars is simply a guide based upon the official weight of the different grains. It is not safe to figure that grain loaded to the grain line will necessarily be loaded to the marked capacity. Fluctuation in the weight of grain may make the load either more or less.

Care should be taken at elevators where track scales are not available, to gauge the load of a car by the number of bushels put into it, based on the prevailing weight of the grain at the time of shipment, as the fact that car was loaded to the grain line will not be sufficient justification for the waiving of minimum in case the car is loaded with less than its marked capacity.



Charles B. Murray, Cincinnati, O.  
Superintendent Chamber of Commerce.

## Heating of Grain

In storage tanks or bins is avoided by using  
**THE ZELENY THERMOMETER SYSTEM**  
Descriptive circular sent on application /  
**Multiplex Electric Thermometer Co.**  
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Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Milwaukee Elevator Co., 2 Driers " "  
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G. S. Connard & Co., Elgin, Ill.  
Washer Grain Co., Atchison, Kan.  
Tabasco Plantation Co., Santa Lucracia, Mex.  
Nye Schneider Fowler Co., Omaha, Neb.  
" " Fremont, Neb.  
Sheffield Milling Co., Minneapolis, Minn.  
McGuire & Atwood, Superior, Wis.  
Iaska Elevator Co., " "  
Plymouth Milling Co., Le Mars, Iowa  
Chas. R. Lull, Milwaukee, Wis.  
Meyers & Co., Hamburg, Germany

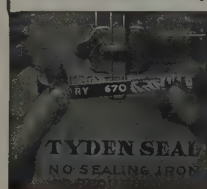
Write any or all of above users for their verdict. I am willing to abide by what they will tell you.

F. R. MORRIS, Milwaukee, Wis.

## Excessive Shortages

Are always traced to unsealed cars. Know positively that your cars are sealed before leaving your station. Don't wait until the agent gets ready to seal the car. Use the Tyden Self-Locking Car Seal, bearing your name and consecutively numbered and seal car immediately after it is loaded. The record is easy to keep. Adopted by U. S. Government for

Inspectors. Price \$3.00 per 1,000, sample free.



**INTERNATIONAL SEAL & LOCK CO.**

CHAS. J. WEBB  
General Sales Agent  
617 Railway Exchange  
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## Grain Carriers

Welland Canal grain traffic is very heavy.

The hearing on the uniform B/L will be held at Washington by the Interstate Commerce Commission Oct. 15.

A cargo of 88,000 bus. of wheat from Duluth was unloaded recently at Cleveland, O., by the steamer Bulgaria.

Railroads will protest against the posting of tariffs at all stations before the Interstate Commerce Commission at Chicago, Oct. 7.

Construction of the Oklahoma & Golden City is to begin Jan. 1 on the 270 miles of road projected from Pawhuska, Okla., to Jefferson, Mo.

The reduction in grain rates to Galveston ordered by the Interstate Commerce Commission will be applied by the roads to New Orleans.

Arbitration of the per diem rate as suggested by the American Railway Ass'n has been rejected by the New York, New Haven & Hartford R. R.

Surveys are being made by the C. B. & Q. for an extension of the old Monroe-Mexico branch 140 miles from Francis to Harlem, near Kansas City.

Reciprocal demurrage laws have been passed in Alabama, Colorado, Indiana, Kansas, Minnesota, Missouri, Oregon, South Dakota, Texas and Washington.

A general interchange of equipment was advocated as a solution of the car shortage problem at the recent meeting of the Chief Joint Car Inspectors and Car Foremen's Ass'n at Chicago.

The New York Central lines contemplate granting milling in transit privileges about Oct. 15 and Francis La Bau, G. F. T. M., is working out details. A charge of 1½¢ per 100 lbs. is to be made.

The Minneapolis & St. Louis has opened the branch from Conde to LeBeau, S. D., for traffic to Hoven, 83 miles west of Conde. The branch has been completed to the Missouri river.

The boats of the Red River Transportation Co., plying between Sioux City, Ia., and Grand Forks, N. D., are said to have been purchased by the Soo road to be used in carrying wheat to Oslo for shipment by rail.

Judge Jones of the Federal Court has ordered the Louisville & Nashville and the South & North Alabama Railroads to restore the rates that were in effect in January, in accordance with the maximum rate bill passed by the legislature.

The Inland Waterways Commission will leave St. Paul at 9 a. m., Sept. 27; leave Winona Sept. 28; leave Cassville, Wis., Sept. 29; leave Rock Island, Ill., Sept. 30, and leave Keokuk, Ia., with President Roosevelt at 11 a. m., on Oct. 1.

Rental is to be charged by the C. B. & Q. R. R. for the occupancy of its property by shippers, according to an order just issued by Second V. P. Daniel Willard. Elevator owners will also be required to release railroad from all liability for damages to property.

The Pennsylvania Railroad has notified its agents that after Sept. 1 the placing of advertisements on freight cars will not be tolerated. Advertisements on cars received from connecting lines will be removed and a bill rendered for the labor involved.

Decisions on the Texas reciprocal demurrage law by the state supreme court have been appealed by the Texas & Pacific Ry. to the United States Supreme Court. The road was held for \$465 damages and \$500 statutory fines for failure to furnish cars to B. F. Allen.

Complying with a special request by Pres. Roosevelt the Interstate Commerce Commission has begun an investigation into the proposed combination of the New York, New Haven & Hartford R. R. with the Boston & Maine, and the acquisition of subsidiary electric lines, to discover a violation of the Sherman anti-trust law.

The penalty of \$1 per day approved by the Georgia Railroad Commission is about to be tested in two suits brot by John W. Zuber, lumberman, in the superior court at Atlanta, to recover \$104 from the Southern Ry. and \$151 from the L. & N. for failure to furnish cars promptly for shipment, as required under the Steed law.

Claims against railroads for short weight carloads of coal will be prosecuted by Secy. G. H. Reeves of the Northwestern Coal Dealers Ass'n, who has been authorized by the directors of the ass'n to bring suit against the roads that repeatedly refuse to settle just claims. As a test several claims have been turned over to an attorney to begin legal proceedings against three different roads.

The grain and produce committee of the Little Rock Board of Trade has recommended that the Board request representatives in Congress to amend the Interstate Commerce Act to require railroads to pay 6 per cent interest upon all unpaid freight claims after 45 days, a suggestion that will meet the approval of every shipper, the payment of whose just claims has been delayed many months upon the flimsiest of pretexts.

Cars handled on the Fitchburg branch of the Boston & Maine show increase for the first 20 days of August of 36 per cent, compared with last year, and the other New England roads also are handling a larger volume of traffic. Last winter New England was the graveyard into which the cars needed in other parts of the country disappeared. It is hoped that the increased per diem will expedite the return of cars the coming winter.

Four additional Standard Oil Co. rebate indictments were brot by the federal grand jury Sept. 6 at Jamestown, N. Y., involving the New York Central and the Pennsylvania Railroad. In each indictment are 58 counts, meaning that 58 cars were shipped from Olean, N. Y., to points in Vermont under an alleged illegal rate. The published rate was 26½ cents. The Standard paid 11 8/10 cents. If convicted the court may impose fines of \$1,160,000 on each corporation.

A universal classification of freight is the subject that is now uppermost in the minds of traffic managers. Just as the agitation of the per diem charge resulted in an advance, so the present movement, which has slumbered 25 years, will give birth to radical measures. In compliance with a request by the Interstate Commerce Commission, representatives of the eastern, southern and western roads at a meeting at Chicago Sept. 4 voted to appoint a standing committee to work out a feasible uniform classification.

The total number of revenue cars operated in the freight service by the railroads of the United States as reported by Poor's Manual was 1,979,667 in 1906, against 1,757,105 in the fiscal year 1905. The number of locomotive engines increased from 49,616 to 55,439. The number of tons of freight moved increased from 1,435,321,748 to 1,610,099,829 and the freight mileage from 187,375,621,537 to 216,653,795,696. Freight earnings show a substantial gain, and net earnings increased \$105,000,000.

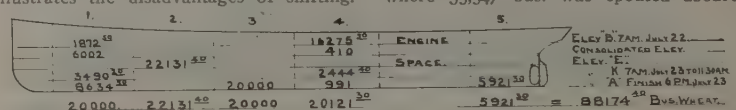
If a carrier, contrary to shipper's instructions, forwards cars by a more expensive instead of a cheaper route, or, without any instructions, sends the cars by the more expensive route, such action is prima facie without justification and constitutes a fair basis for reparation; but if the shipper gives definite instructions to move the cars by the more expensive route, the carrier is relieved of the obligation to forward by the cheaper route.—Decision by Interstate Commerce Commission in the complaint of A. J. Poor against the C. B. & Q. R. R.

The first year of rate regulation under the new law was completed Aug. 28. During the year 353 complaints were filed with the Interstate Commerce Commission; and 91 proceedings were decided

### Shifting Vessel to Different Elevators.

The practice of having a vessel pick up its cargo of grain at several different elevators has grown until vessel owners dread a grain charter as holding out a prospect of lengthened delay in port and unlimited tug bills. The smaller boats, especially, are often the victims of the piecemeal method of taking on cargo. For this reason owners will often take an ore charter in preference to grain even at a fair rate for the grain.

In the diagram herewith is figured the loading of a boat, having a capacity of 2,200 gross tons, with grain at the Duluth elevators, for two shippers. The cargo amounted to 88,174 bus. and the time consumed in loading was 35 hours. While this is an aggravated case it fully illustrates the disadvantages of shifting.



Loading of Cargo at Different Elevators.

by the Commission, 47 in favor of complainants, 42 for defendants, a rehearing ordered and final judgment suspended in others. Under the old law the complaints averaged about 20 per year. The only test case involving the powers of the Commission is the refusal of the Delaware, Lackawanna & Western R. R. Co., to deliver oil to a shipper as ordered by the Commission.

If it were practicable to show all of the unnecessary movements which empty cars make in a large terminal like Chicago and the amount of time, money and energy wasted in consequence it would astonish the most skeptical, says W. E. Beecham, car accountant of the St. Paul. Mr. Beecham has records of cars making four round trips between the Milwaukee and the Nickel Plate roads consuming two months' time and an expense of \$40. Another car was juggled between the Illinois Central and the belt line for three weeks at an expense of \$72.50. Many cars are thus kept out of service weeks at a time.

The creation of a new department of railways was suggested by Interstate Commerce Commissioner Prouty in a speech before the American Bar Ass'n at Portland, Me., recently. Mr. Prouty said that the executive duties of the Commission could best be discharged by a single head responsible to the president, and that the Commission should be relieved of all duties except those of a judicial character, the deciding of complaints. He feared that a body in which both judicial and executive functions are united will in the end become remiss in its executive duties or in its zeal become unfit for the dispassionate performance of its judicial functions.

## Claim Buro of Ohio Shippers Ass'n

The Ohio Shippers Ass'n has established a claim bureau to be conducted by three members of the Ass'n and has formulated rules under which claimants may have their claims presented by the Ass'n to the railroads and courts for collection.

Each claimant is required to pay a retainer fee of 5 per cent of the face of claim. Each claim is assessed to per cent of the amount collected to pay the expenses of the Buro.

All claims for damages must have attached paid freight bill, copy of invoice, affidavit showing condition and quality of goods at point of shipment and also at destination, also certificates of weight or count at both points, and original or duplicate bill of lading.

Claims for shortage must have attached original paid freight bill, original or duplicate bill of lading, and certificates of weight or count at point of shipment and destination, and copy of invoice.

Claims for overcharge in freight must have attached original paid freight bill, original or duplicate B/L, and if overcharge is caused by weights or count being raised by railroad companies, there must be also a certificate of weight or count at destination. However, in case goods were not weighed or counted at destination, then a copy of the invoice and statement to that effect may be substituted.

All claims shall be accompanied by any correspondence or other papers that will serve to strengthen them or make them clearer.

Any member may present for adjustment any fair claim against railroads, express or telegraph companies.

All communications are to be addressed to the office of the Secy., J. W. McCord, Columbus, O.

## Calculating Horse Power of Gasoline Engines.

Rules for calculating the horse power of gasoline engines are not accurate; but serve a useful end in approximating the power that engines of different sizes should develop when air, ignition and oil supply are correctly adjusted.

The rule given in the Gas and Oil Engine Handbook is: Square the diameter of the cylinder in inches and multiply this figure by the stroke of the piston in inches and this by the number of revolutions per minute of the engine. The product thus obtained is divided by 18,000, for a four-cycle engine, and by the arbitrary number 21,000, for a two-cycle engine.

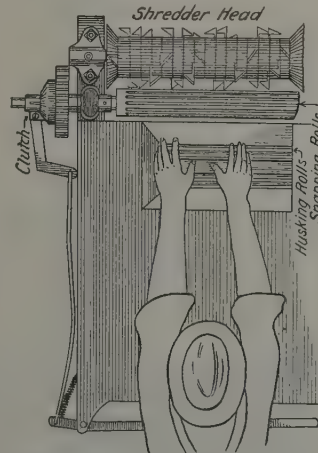
Example: What horse power should be developed by an engine of 4½ inches bore and 6 inches stroke at a speed of 600 revolutions per minute, the engine being of the ordinary four-cycle type?

Answer: The square of the bore is 20.25, multiplying by the stroke, 6, gives 121.5, multiplying by the speed, 600, gives 72,900, and dividing by 18,000, gives 4.05 as the horse power. The results obtained by this formula are said to agree very closely with the actual tests.

## Safety Feeder for Shredders.

Harrowing accounts of accidents in the operation of corn shredding machines have led the legislatures of some states to enact laws compelling the use of safety devices. Had this action been taken earlier hundreds of men would not now be handicapped in life's struggle by the loss of one or both arms or hands.

An approved safety device for shredders is represented in the engraving herewith. Should the operator have either of



Safety Device for Corn Shredders (After Zintheo, Farmers Bulletin No. 308, U. S. Dept. of Agri.)

his hands caught in the cornstalks or between the husking rollers the effect is to draw his body forward so that his chest will press against the lever under the feeding board. The pressure of the body against the lever automatically throws the snapping rolls out of gear, instantly stopping the machine. The lever is connected to the clutch by a rod and elbow.

Danger is also avoided by using a self-feeder, a revolving band cutter being placed a little ahead of the snapping rolls.

## Jupiter Transmission Rope

A manila-covered wire rope. Reliability of Manila Rope, Strength of Wire Rope. Wonderful transmitting power.

**SPECIAL GRAIN SHOVEL ROPE**  
A customer says: "If your shovel rope ever wears out, we will order some more."

**DURABLE WIRE ROPE CO.**  
BOSTON—26-30 Atlantic Ave. CHICAGO—23 So. Canal St.



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## Fumigate Your Elevators and Mills With FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums

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**HAY AND GRAIN CIPHER CODE** is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

**A. B. C. INTERNATIONAL CODE** is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

**BALTIMORE EXPORT CABLE CODE**, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

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**AMERICAN SEED TRADE ASSN.'S CODE**, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

**YOUR NAME** in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

## GRAIN DEALERS JOURNAL

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## Books Received

**FEEDING FARM ANIMALS**—A practical guide and standard reference on the subject of feeding farm animals. By Prof. Thomas Shaw, late professor of Animal Husbandry at the University of Minnesota. Published by Orange Judd Company, New York. Illustrated pages, 5½x8 inches. Cloth. Price \$2.

**PRACTICAL GAS AND OIL ENGINE HANDBOOK**—By Brookes, is a work giving full and clear instructions on all points relating to the care, maintenance and repair of stationary, portable, marine and automobile gas and oil engines, including how to start, how to stop, how to adjust, how to repair, how to test, for the use of operators, and owners. For ready reference the subjects are arranged alphabetically, with a complete explanation under each heading, all technical matter being avoided so far as possible. The book contains 23 pages of tables for the gas engine mechanic, and an addendum of 31 pages on gas engine troubles, for the operator. Handy pocket size bound in flexible cloth; illustrated; 192 pages. Frederick J. Drake & Co., Chicago. Price, \$1.

**LAWS FOR THE FLOUR MILLER**.—In circular No. 91 the Millers National Federation has published the food and drugs act of June 30, 1906; the mixed flour law of June 13, 1898; the standards of purity of mill products; the commercial feedingstuffs laws of the various states; and the state enactments as to marking and weight of flour, the whole forming a pamphlet of 76 pages containing information indispensable to the miller and handler of flour or feed. The compilation of the laws of the different states on feedingstuffs is up to date and explains the requirements to be satisfied by the manufacturer or dealer who wishes to distribute his product generally. All legislation prior to August 1, 1907, is included, and the pamphlet is the only compilation of the feed laws of the different states. By A. L. Goetzmann, secy. of the Millers National Federation, Chicago. Price, to non-members, \$1.50.

**THE GREEN BUG**—The 1907 invasion by the spring grain aphid or so-called green bug is described by Professor F. M. Webster in a circular issued Aug. 22. This insect will breed freely in the fields from Colorado to the Atlantic coast and from northeastern North Dakota to southern Texas, and in temperatures ranging from 100 degrees to below 32 degrees; but the parasitic wasp is active only at temperatures above 56 degrees Fahr. As accounting for the outbreak in 1907 the green bug had a whole winter and the following late spring in which to breed and multiply unmolested. The circular times the progress of the pest from its first announcement in east Texas in January; and demolishes the theory that the destruction of the bug is hastened by the artificial introduction of parasites. Professor Webster states that these parasites, always present in limited numbers, will overcome the aphid unaided as soon as weather conditions permit. "With all the artificial introductions of this parasite that were made in the grain fields of Kansas and adjacent states and territories there is no probability that a single bushel of grain was saved thereby or that the United States will harvest one bushel more of grain than it would have harvested had no introductions of parasites been made or attempted."

The only possibility of accomplishing anything by the artificial introduction of parasites seems to be in Texas and South Carolina, where the pest gets its earliest start. Circular No. 93, illustrated; 18 pages; Bureau of Entomology, U. S. Dept. of Agri., Washington, D. C.

### South American Grain Wagon

Civilization may be judged by its transportation methods. The steam power of the Occidental compared with the jinriksha of the Oriental is an example.

The giant wagon shown in the illustration that is used in Argentine Republic for the transportation of grain is another.

This wagon is an ordinary sized one for that country, about 50 ft. long, 15 ft. wide, with the driver's seat 20 ft. above ground. The size of the wheels may be judged by comparison with the men leaning against them. The rear wheels are about 14 ft. high.

It is necessary to transport large loads of grain in Argentine Republic, because men are scarce, it's a long way usually to market, and as few trips as possible must be made. The wagons are not only built so large to carry big loads, oftentimes from twenty to thirty tons or more, but the routes to market over the vast pampas plains are soft and the tall pampas grass so obstructive, it is necessary to have large wheels on the wagon to keep them from sinking "to the hubs" and clear the grass. It takes from three to thirty teams to haul one of these wagons loaded. We are indebted to *Modern Miller* for cut.

### Cultivated Oats.

Blind fools go into blind pools.

Short weights and long prayers do not balance.

The man who can bottle up his wrath at all times is a corker.

A real novelty in breakfast foods would be predigested wild oats.

A man who trims himself to suit everybody will soon whittle himself away.

## Supreme Court Decisions

**Seed Warranty Implied**.—One selling a particular variety of seed impliedly warrants that it is the kind of seed it is represented to be.—*Depew v. Peck Hardware Co.* Supreme Court of New York, Appellate Division 105 N. Y. Supp. 390.

**Threshers' Lien Law Valid**.—Section 3546, Rev. Laws, 1905, creating and defining a threshers' lien, held a valid legislative enactment, and not obnoxious to either the state or the federal Constitution.—*Phelan v. Terry.* Supreme Court of Minnesota. 112 N. W. 872.

**Delay in Transportation**.—A carrier was not liable for delay in the transportation of certain corn, if ordinary care and diligence was used in the transportation and delivery thereof to the consignee.—*St. Louis Southwestern Ry. Co. v. Thompson.* Court of Civil Appeals of Texas. 103 S. W. 684.

**South Dakota Threshers' Lien Law Valid**.—Rev. Code Civ. Proc. Section 737, giving a paramount lien to threshers if filed within 10 days after threshing, is not unconstitutional as impairing the right to contract with reference to a legitimate subject.—*Hahn v. Sleepy Eye Milling Co.* Supreme Court of South Dakota. 112 N. W. 845.

**Enforcement of Threshers' Lien**.—The lien claimant, having duly perfected his lien in accordance with the provisions of the statute to enable him to foreclose the same, may maintain claim and delivery to recover the possession of the grain covered thereby against a person wrongfully detaining it from him.—*Phelan v. Terry.* Supreme Court of Minnesota. 112 N. W. 872.

**Proof of Illegality of Future Contracts**.—Where defendant was sued upon written contracts for the sale of cotton, and pleaded their illegality as transactions in futures, the burden was upon plaintiffs to prove their case by a preponderance of the evidence, and upon defendant to show the illegality of the contracts.—*Smith v. Bowen.* Court of Civil Appeals of Texas. 100 S. W. 796.

**Fire from Locomotive—Neglect of Owner**.—An employee, engaged with reference to the care or management of any property



Large Wagon Used in Hauling Grain in the Argentine.

threatened with destruction by fire set by sparks from a locomotive, must make reasonable effort to avert the injury, and the neglect of the employee is the neglect of the owner precluding a recovery.—*Hawley v. Sumpter Valley Ry. Co.* Supreme Court of Oregon. 90 Pac. 1106.

**Carrier's Delay.**—In an action to recover a penalty for unreasonable delay in the transportation of freight under an act of 1904 (24 St. at Large, p. 671), it is not necessary that the carrier be required by the shipper to insert in the bill of lading "prompt shipment required," where there is other evidence of such notice to the carrier.—*Jamison v. Southern Ry.* Supreme Court of South Carolina. 57 S. E. 768.

**Buyers' Innocence no Defense to Threshers' Lien.**—Defendant, having had actual knowledge that grain of an embarrassed debtor had been recently threshed by some one, was charged with knowledge of Rev. Code Civ. Proc. Sec. 737, giving the threshers a lien superior to mortgages to pay which it applied all the proceeds of the grain delivered at its elevator; innocence of a purchaser being no defense to the lien if it is filed within the time prescribed by the statute.—*Hahn v. Sleepy Eye Milling Co.* Supreme Court of South Dakota. 112 N. W. 845.

**Validity of Exchange Rule.**—A rule of an exchange providing that the directors thereof shall fix the value of any commodity for marginal purposes, and, where contracting parties fail to adjust their respective claims under a contract on which margins have been deposited, the party claiming the deposit may apply to the board, who shall have power to direct the payment of such portion of it as may appear to be due under the rules of the exchange, etc., is a valid rule, and will be enforced.—*C. H. Albers Commission Co. v. Spencer.* Supreme Court of Missouri. 103 S. W. 523.

**Railway's Liability for Fire from Locomotive.**—A railway company allowed combustible material to accumulate on its right of way. Sparks from a locomotive set fire to the material, and the fire spread and destroyed the property of an individual. Held, that the company was liable for the destruction of the property, though it was supplied with the best of locomotives and the most approved appliances for preventing the emission of sparks, and though the same was operated by the most skillful engineers.—*Hawley v. Sumpter Valley Ry. Co.* Supreme Court of Oregon. 90 Pac. 1106.

**Seed Grain Note.**—A. executed and delivered to B. a seed grain note, in consideration of which B. agreed to purchase and deliver to A. the amount of seed grain specified in the note, and within a reasonable time thereafter B. caused the seed grain to be delivered to A. Held, the seed grain note having become a first lien upon the crop grown therefrom, as against the claim of a second mortgagee, the purchaser of the wheat from A. was justified in paying it. Held error to exclude the note and evidence of its payment from the jury.—*Endreson v. Larson.* Supreme Court of Minnesota. 112 N. W. 623.

**Carrier's Liability.**—The petition alleged demand and refusal to deliver goods shipped by a carrier, which allegations the answer denied, and set up as new matter the fact that they had been destroyed by an unprecedented flood, without defendant's fault, and the reply put in issue the new matter, and further set up that, if the consignment was destroyed, it was through defendant's negligence. There was no evidence that the consignment was destroyed. Held, that the failure of plaintiff to prove demand and failure to deliver precluded his right to recover.—*Thaxter v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals. 100 S. W. 1102.

**Delay in Furnishing Cars.**—Where the petition of a shipper against a carrier for delay in furnishing cars for a shipment from P. alleged as ground for recovery that the cars were ordered of the station agent at P., and it appears that the only order

was made of a station agent at another station, recovery cannot be had, even if, though the station agent of another station had no implied authority to order cars for P., the order given to such other station agent would have constituted a sufficient basis for recovery under a complaint based thereon, in view of the carrier having furnished cars pursuant to such order, though tardily.—*Southern Kansas Ry. Co. of Texas v. Cox.* Court of Civil Appeals of Texas. 103 S. W. 1122.

**Alfalfa Adulterated with Trefoll.**—Plaintiff purchased of defendant sufficient alfalfa seed to sow 10 acres of his field, and bought the seed for the remaining 5 acres of the field elsewhere. When the crop came up there was a large quantity of trefoll among the alfalfa on both parts of the field. In an action to recover damages resulting from the defective seed, defendant proved that there was trefoll along the roadside, and claimed that this was the cause of the presence of the trefoll in plaintiff's field. Held, that plaintiff was entitled to show by experts, for the purpose of counteracting the effect of this evidence, the quantity of trefoll contained in the seed not bought from defendant.—*Depew v. Peck Hardware Co.* Supreme Court of New York, Appellate Division. 105 N. Y. Supp. 390.

**Stock Food.—Construction of Statute.**—Act No. 211, Public Acts 1893, p. 421, regulating the sale of "all condimental stock foods, patented and proprietary stock foods, claimed to possess nutritive properties and all other materials intended for feeding to domestic animals," includes a preparation advertised as food, which, in addition to possessing medicinal properties, "fattens both cattle and hogs quickly, makes them grow larger and healthier and makes their meat tender, more juicy and better eating 'and' produces bone, muscle and better staying powers, improves the wind," though the label stated "P.'s food is a regulator, to be used according to directions, and is not sold as a feeding stuff nor is it to be fed in place of grain or any other feed."—*Pratt Food Co. v. Bird.* Supreme Court of Michigan. 112 N. W. 701.

**Refusal to Make Switch Connections.**—The provisions of Interstate Commerce Act Feb. 4, 1887, c. 104, Sec. 3, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3155), making it unlawful for any common carrier engaged in interstate commerce to give any undue or unreasonable preference or advantage to any particular shipper, or to subject any particular shipper to any undue or unreasonable prejudice or disadvantage in any respect whatever, if construed to apply to the affording of facilities for shipments, do not subject a railroad company to indictment under section 10 of the act for its failure or refusal to furnish switch connections to a shipper tendering interstate traffic for transportation, although such connections are furnished to other shippers, where the indictment does not charge that those demanded are reasonably practicable and could be put in with safety and would furnish sufficient business to justify the expense of their construction and maintenance, nor that the person or company asking for the same offered to pay such portion of their cost as is usual and reasonable.—*United States v. B. & O. R. R. Co.* District Court, N. D. Virginia. 153 Fed. 997.

## SOME HOPE FOR BABY.

"Have you named the baby yet?"  
"Not yet. Uncle Theophilus has been plunging heavily in wheat, and we're waiting to see how he comes out."

The green bug you have been reading about is no relation whatever to the greenies who flutter about the bucket-shops.

A green bug—probably the green bug you have been reading about—has appeared in several localities in Illinois. It has the singular property of making the farmers feel blue.

"The velocity of air on the suction side of the fan is always greater with the '1905' Cyclone Collector, due to it lower resistance and consequent greater air handling capacity."

The Mechanical Engineering Dept.,  
UNIVERSITY OF MICHIGAN.



THE

"NEW CYCLONE 1905"

—MANUFACTURED EXCLUSIVELY BY—  
THE KNICKERBOCKER CO.  
JACKSON, MICHIGAN

## Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11 1/2 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cents. Address

GRAIN DEALERS COMPANY  
255 La Salle Street. - Chicago, Ill.

## Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by  
Grain and Provision Dealers

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.

Price, leather, gilt edges, \$2.00; cloth bind, \$1.50. Your name in gilt letters on front cover 25 cents extra.

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255 La Salle St. CHICAGO, ILL.



## Supply Trade

The Seckner Company, Chicago, has decreased its capital stock from \$50,000 to \$20,000.

The Skillin & Richards Mfg. Co. reports that August was the heaviest month for sales the company ever has had.

J. A. Engle & Co. are defendants in a suit with patentees for royalties for the manufacture and sale of patent grain elevators and dumps.

The Nelson Mfg. Co. has been incorporated with a capital stock of \$600,000. This firm will manufacture portable elevators, gasoline engines and farm machinery.

At the annual Industrial Exposition which is now in session at Pittsburg, Pa., J. W. Scott & Co., representing N. P. Bowsher Co., are exhibiting a Bowsher Sheller and Grinder.

By the medium he chooses, an advertiser shows what he thinks of his own goods. If he is selling a cheap "catch-penny" device, he will naturally select the lowest order of publications.

The Standard Scale and Supply Co. has just completed two enormous 200-ton track scales, one for the Gugenheimer Distilling Co. the other for the Jones & Laughlin Steel Co. The London representative of this firm reports the demand for "Standard" scales better now than ever before and the prospects are for a continued increase in business.

The Riter-Conley Mfg. Co., of Pittsburg, claims to have the largest plant in the world for manufacturing plate and structural iron work. This company makes a specialty of building steel elevators and is prepared to design the plans, manufacture the steel for the construction work and erect steel buildings or grain tanks anywhere on earth.

J. J. Fitzgerald, southwestern manager for the Grain Dealers N. M. Fire Ins. Co., of Indianapolis, while inspecting an elevator at Sterling, Kans., stepped into a pool of boiling water and scalded his foot quite badly, necessitating his being taken to the hospital where he spent a week. His many friends in the trade will be glad to know he is out again.

Firms installing Humphrey's Employees' Elevators during August were: Great Western Cereal Co., for their Ft. Dodge plant (fifth one for this firm); The Puget Sound Flouring Mills Co., Tacoma, Wash.; Mapleleaf Flour Mills Co., Kenora, Ont. (second one); Nordyke & Marmon Co.; The Commercial Milling Co., Cleveland, O.; Chaffee-Miller Milling Co., Casselton, N. D.

The Richardson Scale Co. state that business is good and report the recent sales as follows: The DeWolf & Wells Co., Spencer, Ia., two scales of 1,000 bus. capacity per hour; C. B. Munday & Co., Litchfield, Ill.; The Richmond Elevator Co., Lenox, Mich.; The Sioux City Seed & Nursery Co., Sioux City, Ia.; The Strauss-Ackerman Co., Albion, Ind.; The Iowa Elevator Co., Ft. Dodge, Ia.; M. C. Peters Mill Co., Omaha, Neb.

The dissemination of correct ideas among business men will result in the proper appreciation of the economic value of advertising—that it will move goods more rapidly, thereby accomplishing a material saving of capital; that it will

maintain a preference at a higher price, thus very largely increasing the profit account; and that it will attract the consumer without personal solicitation, thus securing a material saving in selling expense.—John Lee Mahin.

Sprout Waldron & Co., Muncy, Pa., are building a pattern storehouse 105x45 ft., two stories high, and the department now occupied by patterns and draftsmen in the main building will be added to the carpenter shop. This company, which started in business in 1866 with a couple of men, now employs about 250 to help it build milling and elevator machinery and it is growing all the time. It has just issued catalog 25 that may be had upon application by Journal readers.

### Richardson's Country Elevator Scale.

Considerable attention having been attracted by certain correspondence relating to Automatic Scales in country elevators, which appeared in these columns not long since, some of our readers may be interested in the following description of a machine which finds place in numerous elevators thruout the country, and whose users abroad number several thousands.

The name "Richardson" in connection with Automatic Scales has been familiar to flour millers, feed men, stationary and mining engineers, cement manufacturers, etc., for years, but it is of more recent date that its owners have actively sought to extend a good reputation among country grain men.

Losses on the part of shippers thru differences in weight between shipping and destination points due to the fact that in many cases they have no means of knowing exactly what weight of grain they ship, are so frequent that a reliable machine should find a ready reception.

Complaints from receivers are very familiar and the shipper has no remedy unless he knows precisely what he has shipped and can prove his shipments. Again, he cannot maintain a claim

against the railroad for loss due to leakage or wrecked car unless he can show a record of having shipped a certain weight.

The "Richardson" Elevator Scale has been designed to weigh uncleaned grain with all its attendant impurities as received from farmers' wagons in the average country elevator, and is placed beneath the bucket elevator head and automatically weighs all the grain elevated and discharges it into the distributing spout from whence it goes to cars.

The machine may also be used as a sacking scale, where a local trade is carried on with cattle feeders, etc., a wooden spout being connected with the scale and dropped to the ground floor as illustrated in the cut we print.

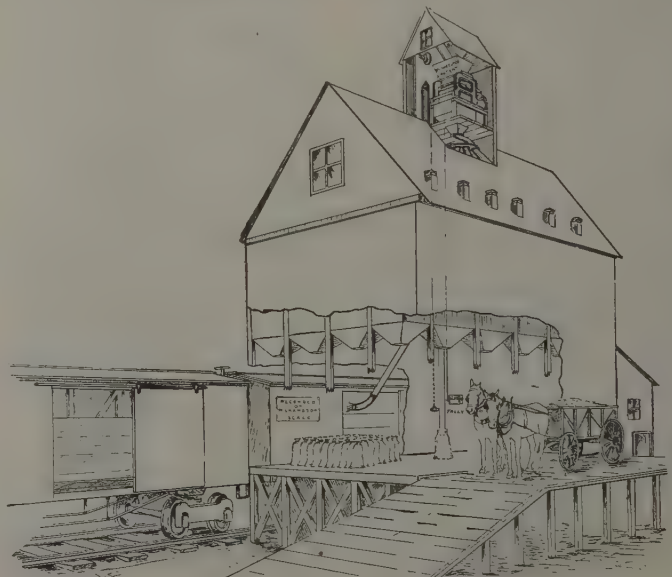
The machine consists of a strong cast iron frame, which on hardened steel bearings, supports an even beam of specially substantial construction which can in nowise twist or bend under its load. This beam carries on knife edges a weigh hopper at one end and a box or receptacle for Standard United States Test Weights at an equal distance from the fulcrum at the other. The two receptacles are of equal weight, so that when both are empty the scale shows a perfect balance.

Too much stress cannot be laid on the importance of this feature, which enables the user of the scale to satisfy himself as to the correctness of the weighings as well as to convince any skeptic.

The grain is fed from a small top hopper fitted with a screen to prevent cobs or heavy pieces of wood or other foreign substance choking up the opening, and the supply to the weighing or scale hopper is controlled by means of a swinging gate.

When the major portion of the load has passed into the hopper, the beam descends and allows the gate to close partially. A much reduced stream then passes into the hopper until the precise amount represented by the weights at the opposite end of the beam is obtained, whereupon the beam balances and the gate is finally closed and locked.

The column of grain which is falling



Elevator Equipped with Richardson Automatic Scale.



as the beam balances and the cut-off takes place is weighed by a novel contrivance which has been so perfected that the degree of error shown is so infinitesimal as to be beyond calculation. The whole power of operation is that derived from the gravity of the falling grain.

A perfect balance having been procured, the scale automatically discharges to the spout and the weighing is registered on an improved counter. After each weighing the machine resets itself, and the same operations are repeated, it being a continuous weigher. The discharge of the scale may be controlled by a newly patented device which permits of the perfect balance of the scale being seen, and yet allows the levers to lock the supply and discharge gates so that there is no possibility of grain running through the machine unweighed, as has often been known on similar devices.

The machine is not affected by any vibration in or uneven settling of the elevator, and does not necessarily need a level base on which to support it. It is built in any size, according to requirements, but the scale generally used is one of 1,000-bu. hourly capacity, which occupies a height of 43 inches only. It must necessarily be a long-lived machine, as it resembles the well-known "Richardson" Wheat Scale, in construction, which has been used for over 15 years without repairs, which fact is accounted for by its extreme simplicity.

Further particulars of this scale, which embodies several recent patents of Mr. Henry Richardson, the well-known inventor of this and other weighers for various purposes, may be obtained on application to the Richardson Scale Company.

## Meeting of Industrial Traffic League.

The National Industrial Traffic League, representing many individual firms and corporations, held a meeting at Chicago, August 29, and made several recommendations as to the enforcement and amendment of the Interstate Commerce Act.

The League recommended that two traffic men and two eminent merchants be added to the Interstate Commerce Commission. The question of equitable car service rules was referred to a committee of seven members. The following resolutions were adopted:

Whereas: The present method of publishing joint tariffs, particularly with reference to the filing of concurrences, is clumsy, slow, unsatisfactory, and frequently leaves their legality doubtful, resulting practically in a restraint of trade; therefore, we recommend to the Commission, with respect to joint tariffs issued prior to May 1, 1907, there should be an administrative ruling by the Commission holding all the carriers named therein as parties thereto to full responsibility for the rates therein contained, that we request the Commission to join us in effecting a change to the effect that concurrences need not be filed, but that the railway publishing tariffs shall be responsible for the rates shown therein.

Whereas: The requirement of 30 days' notice before one line can meet the rate of a competitor, is an unjust one, and injury to trade and in conflict with the ruling of the Commission in Circular No. 14-A, paragraph 43, page 36, where it concedes to one carrier the right to reduce its through rate to the sum of locals via its own line or another line; Resolved: That the Commission is requested to issue an order that the carriers may reduce rates from and to points on or reached via their lines, to meet the corresponding rates of another line from and to the same points of origin and destination (where said other line's rates have been duly published and filed as required by law) upon filing the reduced tariff with the

Commission not less than one day prior to the date effective.

Whereas: The Commission construes that a shipment under a through interstate consignment is entitled only to the through rate legally recognized at the time, and believing that this distinction is one of form only it is the opinion of the League that this distinction is unwarranted, unjust, a burden and a restraint to interstate commerce, and we petition the Commission for a conference on this subject.

Resolved: That this league, as representing the undivided and unanimous opinion of the 20,000 and more shippers in all sections of the country composing its membership, does hereby put itself upon record as being unalterably opposed to any amendment to Section 5 of the Interstate Commerce act which will legalize pooling; that is, the division among carriers of the tonnage or earnings on competitive traffic. Also Resolved: That this league is in favor of an amendment to the Sherman anti-trust law which will permit associations of carriers in a common territory and agreements among them for the establishment of rates and classification, provided that such associations, committees or bureaus shall be subject to the supervision of the Interstate Commerce Commission, that the right of individual action by any carrier is preserved and that the shipping public is protected against arbitrary action on the part of such associations.

Whereas: The ruling of the Commission substantially nullifies one of the fundamental principles of the act to regulate commerce, that is, the fourth section or long-and-short-haul clause of said act; Resolved: That we urge the Commission to issue a ruling that all interstate rates apply as maxima at directly intermediate points and that tariffs shall so state, excepting only such rates as are specifically designated as exceptions under the provisions of the act.

The next meeting of the Ass'n will be held at Washington Oct. 10.

Smutter wheat shud be kept separate.

The Great Western Cereal Co. has been completely reorganized. Joy Morton is pres. and S. T. Butler, secy. and gen. mgr.

# RICHARDSON'S Country Elevator SCALE

**AUTOMATICALLY Weighs and Registers every ounce of Grain that enters or leaves your Elevator.**

**ACCURACY GUARANTEED**  
Within 1/2-bu. on a Car Load Lot.

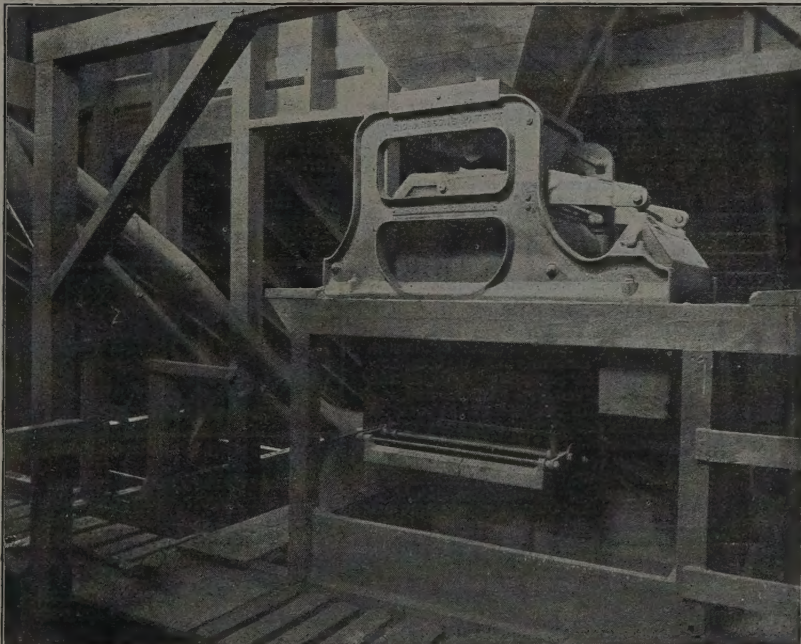
Requires minimum of space for installation.

1,000 bu. hourly capacity only 43 in.  
2,000 bu. hourly capacity only 57 in.

Specially Constructed for Weighing Intermittently at Great Speed.

**RICHARDSON Scale Company,**  
3-4 Park Row, New York.

122 Monroe St. 415 3rd St., S.  
Chicago. Minneapolis.





# Patents Granted

**Spark Plug.** No. 865,212. Geo. W. Sage, Eureka, Cal.

**Gas Engine.** No. 863,838. John G. Ennis, Apponaug, R. I.

**Gas Engine.** No. 864,584. Horatio G. Wood, Newport, R. I.

**Gas Engine.** No. 864,844. Edmund Hudson, Templeton, Mass.

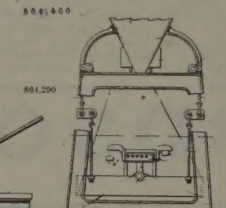
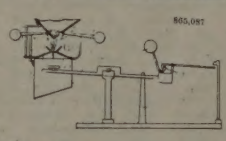
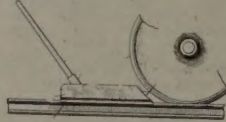
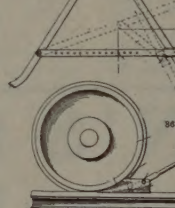
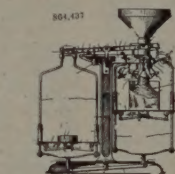
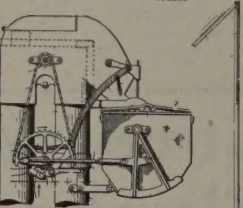
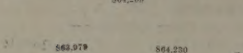
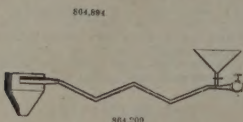
**Gasoline Engine.** No. 864,586. Le Roy Wottring, Prospect, O.

**Gas Engine.** No. 865,213. Joseph Schaeffers, New York, N. Y.

**Gas Engine.** No. 865,267. Henry Pollard, Paisley, Scotland.

**Gas Engine.** No. 865,202. Chas. J. Mundhenk, Freeport, Ill.

**Gas Engine.** No. 865,135. Benjamin L. Toquet, Westport, Conn.



**Gas Engine.** No. 864,877. Ellis J. Woolf, Minneapolis, Minn., assignor to the Woolf Valve Gear Co., Minneapolis.

**Gas Engine.** No. 864,253. Jefferson Palmer, Clark, S. D., assignor of one-half to Frank G. Bohrl, Clark, S. D.

**Gas Engine.** No. 865,009. Chas. Brizolara, Richmond, Va., assignor of one-half to Dominic Leverl, Richmond.

**Starter for Gas Engine.** No. 864,766. John B. Bartholomew, Peoria, Ill., assignor to the Bartholomew Co., Peoria.

**Air Supply to Gas Engines.** No. 865,218. Aug. Wagener, Berlin, Germany, assignor to Society Deutsche Kraftgas Gesellschaft M. B. H., Berlin, Germany.

**Car Mover.** No. 863,694. (see cut) Geo. Bollinger, Neodesha, Kan. The chock block has a curved front portion and an angular recess in its body, a lever pivoted to the recess at a point near the end of the chock block. Working in the recess is a dog pivoted to the end of the lever.

**Corn Grader.** No. 864,894. (see cut) Chas. Hunnicutt, Wilmington, O. The grader consists of a portable V-shaped open bottom trough having end boards and downward converging side boards piv-

support, pivots thereon, relatively movable bars mounted on the pivots and provided with bag-engaging portions, a ratchet and pawl for adjusting one of the bars, a toggle link for producing relative movement of the bars and including an operating handle, and a locking device for holding the mechanism from collapsing.

**Rice Huller.** No. 864,209. (see cut) John W. Stokoe, Jeanerette, La. A pair of upper and lower plates are disposed approximately parallel and spaced from each other, the plates being arranged to form a zigzag course, each of the plates being provided with transversely extending ribs. The grain feed hopper has a contracted discharge neck, a controlling valve for the neck, an air pipe being connected to the passage at a point in advance of the discharge neck.

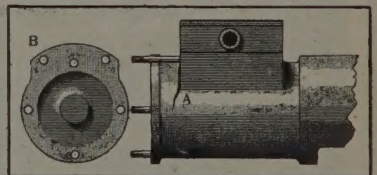
**Weighing Apparatus.** No. 864,460. (see cut) Julius Ertnier and Arnold Jeremias, Budapest, Austria-Hungary, assignors to Elso Magyar, Autometerarsasag Fleiner es Ertnier, Budapest. A pivotally supported drop weight forms part of the counterbalancing weight and is adapted to fall when released across the beam support. When the scales balance the doors automatically close the hopper above the receptacle. The drop weight is retained in the raised position by a pivoted lever while the receptacle is being filled.

**Automatic Welgher.** No. 863,979. (see cut) Chas. L. Gardner, Peoria, Ill. In combination with a welgher bucket, delivery spout and valve for the delivery spout is a mechanism for operating the valve comprising a rotary part, rod pivoted at one end to the spout gate and provided with a bearing recess in the other end for engagement with the rotary part, a trip shiftable with the welgher bucket and means set in operation by the trip to permit the spout gate to close. The mechanism is driven by a constantly moving clutch member at the side of the elevator.

**Weighing Scale.** No. 864,437. (see cut) Emil Sutherland, Los Angeles, Cal., assignor to Sutherland Automatic Scale Co., Los Angeles. The mechanism comprises a base, a standard, an arm on the standard, bearings on the standard projecting upwardly above the arm, a scale beam mounted in the bearings, a weight beam, a package carrying frame, a delivery chute, a spring operated cut-off mechanism secured to the delivery chute. Mechanism holds the cut-off open until a predetermined amount of material has reached and rests upon the package carrying frame. Above the delivery chute is the feed hopper.

## Repairing a Cracked Cylinder

A method of repairing an engine cylinder which has the advantage of restoring the metal to the original shape instead of retaining the distortion by plugging the crack is illustrated in the engraving herewith, for which we are indebted to *Popular Mechanics*.



Closing Crack in Cylinder.

As shown, the cracked cylinder is part of a steam engine. For a gasoline engine the method is even more valuable, as the drawing together by screwing up the nuts on the bolts will close hidden cracks in the water jacket beneath.

A cylinder head is cast with an extension, B, and by using some long stud bolts that screw into the chest the opening is completely closed, making the cylinder as good as new.

**Gas Engine.** No. 864,249. Chas. H. Morgan, Worcester, Mass.

**Explosive Engine.** No. 864,830. Homer Charles, Rapid City, S. D.

**Rotary Gas Engine.** No. 865,206. John V. B. Ranck, Cleveland, O.

**Explosive Engine.** No. 864,818. Alven E. Wolcott, Tacoma, Wash.

**Gas Engine Tester.** No. 864,412. Harvey C. Estep, Aberdeen, S. D.

**Explosive Turbine.** No. 864,821. Heinrich Zoelly, Zurich, Switzerland.

**Air Cooled Engine.** No. 864,534. Neville E. Harris, Port Huron, Mich.

**Gas Engine Regulator.** No. 864,831. Homer Charles, Rapid City, S. D.

**Gas Engine Lubricator.** No. 865,101. Carl O. Hedstrom, Springfield, Mass.

**Sparkling Plug.** No. 864,709. Jesse F. Thomas and Herman J. Bolinski, New London, Wis.

**Gas Engine Regulator.** No. 863,916. Jules Grouvelle and Henri Arquembourg, Paris, France.

**Gas Engine Valve.** No. 863,922. Chenoweth Housum and Fred E. Norton, Youngstown, O.

**Internal Combustion Engine.** No. 864,086. Heinrich A. W. Drechsler, Mannedorf, Switzerland.

**Gas Engine.** No. 864,313. John J. Leary, Rochester, N. Y., assignor to Rochester Gas Engine Co.

**Gas Engine.** No. 864,143. Harry C. Fricke and Geo. E. Turner, Pittsburg, Pa., assignors to Turner-Fricke Mfg. Co., Pittsburg, Pa.

oted toward their upper edges on longitudinal axes, to the end boards. The side boards are adjustable as to inclination by screws.

**Car Mover.** No. 865,087. (see cut) Jas. R. Doty, Knoxville, Tenn. Spaced side sections have a pivoted wheel dog arranged between, a member loosely engaging the wheel dog to rock it on its pivot, and a pivoted member engaging the rail by a grip to prevent rearward movement. The wheel dog carries a spring to establish a normal engaged relation between the rearward extension and the pivoted member.

**Weighing Machine.** No. 864,290. (see cut) Ewan Cameron, New York, N. Y., assignor to U. S. Recording Automatic Scales Co., New York. The recorder is carried by the same means as the oscillating receptacle and descends as a compartment is filled, the actuating finger on the recorder being given two motions and engaging a lever. In one end of the lever is a slot and the actuating mechanism of the counter engages this slot.

**Grain Door for Cars.** No. 864,230. (see cut) Walter W. Decker, Minneapolis, Minn., assignor of one-half to Louis F. Snow, Minneapolis. Channeled columns are secured to the sides of the door frame of the car, the grain door having T-shaped cleats that interlock with the channels and are provided with trunnions that slide in the grooves and work pivotally in pockets. The angular cleats are secured to one of the two sections composing the door.

**Bag Holding Device.** No. 863,963. (see cut) Chas. F. Asplund, Minneapolis, Minn. The device comprises a head secured to a



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

### MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

## Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

### Elevator and Grain Insurance

Assets	-	-	\$1,898,142.34
Losses Paid	-	-	1,766,407.89
Net Cash Assets	-	-	367,263.93

## MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.  
Paid \$110,724.14 in losses last year.  
Added \$24,230.30 to surplus last year.  
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
Cash Assets,	-	300,148.96

D. R. SPARKS, Pres. A. R. McKINNEY, Sec.  
Chicago Agent: M. W. Fugit, 740 National Life Bldg.

## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,528,000
Risks in force, Tornado.....	1,910,000
Admitted Ledger Assets.....	\$16,478.39
Six Months' Assessment in course of collection, over.....	25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39  
Fire and Lightning Cost for Current Year Only 80 per cent of the rate.  
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets,	-	\$ 254,314.69
Losses Paid,	-	1,282,844.90
Saved to Policy Holders,		1,665,098.34

Our Deposit Notes represent but one annual Premium.

Organized in 1875.

J. G. SHARP, - Secretary.

## LOW COST

FOR

### Short Term Insurance

Grain insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

Short term insurance with the



INDIANAPOLIS, IND.

means from 40 to 50 per cent. below pro rata for the time carried.

No grain dealer is using the best business precaution that does not leave our price on his elevator and keep fully protected with us.

Address:

C. A. McCOTTER, Sec'y  
Board of Trade Building

## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)  
Semi-Annual Assessments costing about one-half Stock Company rates.  
NO conflagration hazard.

Gross Assets,	-	\$4,429,866.14
Net Cash Surplus,	-	848,660.89

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

## Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

## Grain Dealers

and devoted to the elimination of everything which adds to the

### Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

### Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City, Missouri

## ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.





## Elevator and Conveyor Belting

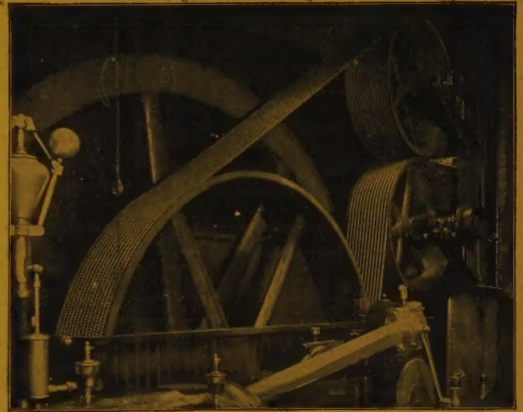
THE BEST MADE  
ALSO  
THE CHEAPEST

GET OUR PRICES BEFORE BUYING  
WE GUARANTEE SATISFACTION

**The Gutta Percha & Rubber Mfg. Co.**

224 and 226 Randolph Street, CHICAGO.

## Power Transmitting, Elevating and Conveying Machinery



Rope Transmission  
Appliances,  
Chain Belting,  
Sprocket Wheels,  
Friction Clutches,  
Shafting, Pulleys, Gearing.

Belt Conveyors  
for all purposes,  
Barrel Elevators,  
Package Carriers,  
Spiral Conveyors,  
Elevator Buckets.

**Webster M'f'g Company**

1075-1111 West 15th Street, Chicago

## YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE  
UNLESS YOU

**ARREST**

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

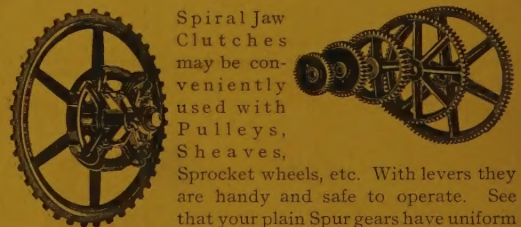
**H. L. DAY, 1122-1126 Yale Place**

MINNEAPOLIS, MINN.



Little Things  
Save  
Big Money

The Weller Improved Friction Clutch applied to sprocket wheels is not very big, but **it's a giant in service.** The clutch is simple, having no concealed mechanism; all parts being in plain sight.



Spiral Jaw  
Clutches  
may be con-  
veniently  
used with  
Pulleys,  
Sheaves,

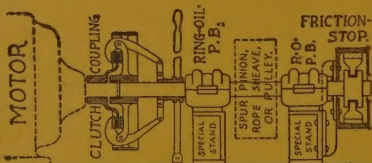
Sprocket wheels, etc. With levers they are handy and safe to operate. See that your plain Spur gears have uniform teeth, and save trouble. Better still,—buy Wellers,—then you are sure.

**NOTHING TOO BIG OR TOO LITTLE IN YOUR  
ELEVATOR FOR US TO SUPPLY.**

We want to know your wants so we can satisfy them.  
Send us your order.

**WELLER MFG. CO., Chicago, Ill.**

WRITE FOR CATALOG No. 18



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**Evans Patent Motor Attachment  
For Elevator Leg Drives**

Send for Circular  
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**SCOTT F. EVANS**  
MINNEAPOLIS, - - MINNESOTA

This device can be attached to any standard motor and used with Gear, Rope or Belt Drive. It will prevent the leg from backing and choking when power is off and enables the motor to start with a full load in the leg.

**Prevents Delays  
and Accidents**